



Unsure 'Hunter'

Lee Voe, 70, retired editor of the world, made the days of his hunt, "Mermad Hunter," in Long Island Sound, after rowing from Springfield, Mass. Voe said he had his wife in the 1912 Titanic disaster and has been unsuccessful for a perfect mate ever since—hence the name of his old craft.

Costs Rocked, Threaten CBC Reserve

OTTAWA (UPI)—The CBC treasury reported its expenses in the last fiscal year jumped by almost \$2,000,000, all but going out to reserve of funds.

The publicly owned corporation's annual report for 1955-56 showed expenditures were about \$2,000,000 more than its income from Parliament, commercial revenues and other sources.

Roughly \$100,000 of the total revenues of \$70,500,000 in the year ended March 31 came in the form of parliamentary grants and from a special 15 per cent excise tax on radio and television sets and parts, applied to the marriage license fees.

The CBC said that reduction of its working capital in 1955-56 to \$2,000,000, but reserves in the day today financing difficult.

"The nature and size of the CBC's commitments require a larger working capital," said the report in Parliament for the corporation.

Most of the losses in reported were due to higher operating costs of the corporation's television service. TV costs rose to \$40,000,000 from \$35,000,000 in 1954-55. Radio and integrated advertising revenues fell 14 per cent to \$15,500,000 from \$17,500,000.

REVENUE UP
The report showed that total revenues increased to \$100,000,000 from \$95,000,000, mainly as a result of higher parliamentary grants and higher commercial revenues.

"Expenditures rose in all departments, as more was spent for programming, engineering, production facilities, payments to agencies and private studios," said the report.

They included \$15,000,000, or 15 per cent, for the year.

Tax Aid, Publicity Job Ideas

By EDWARD A. GUNY
OTTAWA (UPI)—Tax aid, publicity, an interested publicity campaign backed by the federal government and further anti-tax measures are among the ideas proposed by the Liberal government.

The Liberal government's plan to reduce the tax burden on the middle class, to encourage business investment and to provide a "tax shield" for the middle class, is a "tax shield" by the government, said the Liberal government.

SPREAD WORK
Provision among other things must be, to encourage both overtime work during the summer months and the price of building new jobs, known as "seasoning" and a "tax shield" for the middle class.

Mr. Stary said the work of the 150 delegates and about an average amount of "tax shield" and an "average" of any attempt to secure "adequate" of local advantages.

UNDER FIRE
However, the final report, drawn up in a hurry, ran into trouble.

George Munger, executive in charge of the "tax shield" of the Liberal government, said the report was "almost worthless" and a "tax shield" for the middle class.

FOUR GROUPS
Mr. Stary explained that most of the recommendations were contained in the reports of the four discussion groups, which are: trade and commerce, government and publicity.

Among specific suggestions in these reports were: balancing businesses of the advantages of winter wages.

Saving of direct mortgage lending resources by Central Mortgage and Housing Corporation to boost winter construction.

LOWEST RATES
Lowering of interest rates on National Housing Act financing.

Federal assistance in winter construction and camp site programs.

Federal incentive to private firms to promote winter job work programs.

Federal participation in municipal costs of repairing public buildings and streets.

He said he did not want to go into detail because he would be making a statement within the next few weeks when government legislation is set up, a new wintering agency is introduced.

Red Sailor Fails In Freedom Swim

FINDHURGH, Scotland (AP)—A Polish swimmer was dragged back aboard a Communist fishing vessel four miles off the Scottish coast Monday after he tried to swim to freedom.

The swimmer jumped overboard as the ship swept close to the life-line fish boat Rossmore. He struck out strongly but the Red trawler ahead around to out him off.

The Red, dragging heavy nets and almost unmanageable, could not get to his aid. He swam only 30 yards from the Rossmore, leaped aboard with bathos and hustled below decks.

"We could do nothing but stand and watch," said Skipper James Paton of the Rossmore.

Went 40 in 30 MPH Zone
MONTREAL (UPI)—Le Devoir, formerly named La Presse, was the driving force of its, reporter from a press under the name of the paper.

The newspaper says that every year thousands of Montrealers plan to drive a 40, 60 and even 70 miles an hour and they simply are not.

Municipal Judge E. C. Elliot said the 40, 60 and 70 miles an hour are not only a waste of time but also a waste of money.

Le Devoir recently began a series of "development" articles exposing what it termed a "tax shield" for the middle class.

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LABOR MINISTER MICHAEL STARR

Death Toll Six In Fire, Flood

STRAITON, B. (UPI)—Record flood waters subsided, but the death count rose to six yesterday in Straiton, a city stricken by both disasters of fire and water.

Within less than 24 hours, the north central Illinois city of 20,000 had battled a devastating epidemic in a devastating hardware store and the worst Verden River flood on record.

The fifth and six persons died yesterday of injuries received in the Williams Hardware store explosion Monday.

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CCF Asks Answer To Prairie 'Crisis'

OTTAWA (UPI)—The CCF made an "immediate" statement Monday after the government's policy on the prairie crisis was announced. A "very serious economic crisis" and asked what the federal government proposes to do about it.

THIS THURSDAY, 8:15 p.m.
Laid BUCHART GARDEN SYMPHONY CONCERT

SURVEYORS MEASURE
The red, as a unit of length measure in surveying, is 20 feet, or 10 feet.

These Downtown RETAIL STORES

CLOSED ALL-DAY WEDNESDAY

SUMMER CLASSES NOW FORMING
In all phases of modern business training

Sproul-Shaw
School of Business Training

FULL SERVICE
8 DAYS PER WEEK AND 9 HOURS PER DAY

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FREE PARKING FREE DELIVERY PHONE 5-5511

WOOD - WOOD DRY CEDAR WOOD
12-hour service - guaranteed clean

EXTRA SPECIAL 3 CORDS...\$5.50 2 CORDS...\$4.25

IDEAL FUEL CO. LTD.
Phone 5-5502 Phone 2-4622

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CALL 5-5018

IT'S LUCKY when you live in B.C.
TIME TO RELAX—WITH A LUCKY!

largest selling beer in the entire west
LUCKY LAGER

THE CANADIAN BANK OF COMMERCE
More than 775 branches across Canada

Full facilities of our branches throughout Canada are now available to individual applicants for Canada Conversion Loan Bonds.

5th, 6th, 7th, 8th and 9th Victory Loan Bonds will be accepted for conversion at any branch of this bank.

The cash adjustment is available immediately.

More than 775 branches across Canada

THE CANADIAN BANK OF COMMERCE

More than 775 branches across Canada

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CONFIDENCE • STABILITY • PROGRESS

TO
**ALL HOLDERS OF
VICTORY BONDS**

**HONOURABLE DONALD M. FLEMING,
MINISTER OF FINANCE**

of the Government of Canada, announces an offer to replace all unmatured 3% Victory Bonds with new 4½% 25-year bonds, or with other shorter term bonds at other interest rates in accordance with the terms of the offering.

This Canada Conversion Loan of 1958 represents the largest financial operation ever carried out in Canada in time of peace or war. It is designed to re-organize over 40% of the National Debt on a basis which will provide a higher income for those investors taking advantage of it,



and at the same time reduce for the Government the volume of financing to be done in 1959 and subsequent years through 1966.

All holders of unmatured 3% Victory Bonds (Canadians now own a total outstanding amount of \$6,416 million) are now offered the opportunity to convert into the new non-callable

**CANADA CONVERSION LOAN
OF 1958**

**4½% 25 YEAR
BONDS**

**In addition
you receive an immediate
cash adjustment**

In no case is the bondholder required to make any payment to convert into the new longer term bonds on which he will receive higher interest than on the old bonds.

YOU are urged to consult immediately with your investment dealer, bank, trust or loan company or other financial adviser about the terms of the conversion offer.

ALSO AVAILABLE:

4¼% 14 YEAR BONDS

3¾% 7 YEAR BONDS

3% 3½ YEAR BONDS

Applications may be filed and cash adjustments received now. Be sure you share to the full in this unprecedented opportunity.

**OFFICIAL CAMPAIGN BEGINS AUGUST 5TH
FOR A LIMITED PERIOD**

Stock Quotations - Market Reports

Complete Vancouver Trading

Stock	Price	Stock	Price
Alcan	100	Imperial Oil	100
Bank of Montreal	100	Manitoba	100
Bank of Toronto	100	Ontario	100
Canadian Pacific	100	Quebec	100
Canadian National	100	St. Lawrence	100
Empire Steel	100	Union Pacific	100
Granby	100	Western Union	100
Harbour	100	Western Electric	100
Home	100	Western Union	100
Imperial Oil	100	Western Union	100
Manitoba	100	Western Union	100
Ontario	100	Western Union	100
Quebec	100	Western Union	100
St. Lawrence	100	Western Union	100
Union Pacific	100	Western Union	100
Western Union	100	Western Union	100
Western Electric	100	Western Union	100

Western Oils

Lead Rally At Toronto

Oil stocks showed a lead rally in Toronto today, with the market generally higher. The rally was led by the oil stocks, which were up in almost every instance. The market was active and the volume of trading was heavy.

Canadian Industrials

Canadian industrial stocks showed a mixed performance today. Some stocks were up, while others were down. The market was active and the volume of trading was heavy.

Grain Prices

Grain prices were generally higher today. The market was active and the volume of trading was heavy. The prices of wheat, corn, and other grains were all up.

Unlisted and Miscellaneous

Unlisted and miscellaneous stocks showed a mixed performance today. Some stocks were up, while others were down. The market was active and the volume of trading was heavy.

Poise Regained

Poise regained in the market today. The market was active and the volume of trading was heavy. The prices of oil and other commodities were all up.

London Stock Prices

London stock prices were generally higher today. The market was active and the volume of trading was heavy. The prices of most stocks were up.

New York Market

New York market prices were generally higher today. The market was active and the volume of trading was heavy. The prices of most stocks were up.

Toronto Mines

Toronto mine stocks showed a mixed performance today. Some stocks were up, while others were down. The market was active and the volume of trading was heavy.

Dividends Declared

Dividends were declared for several companies today. The market was active and the volume of trading was heavy. The prices of most stocks were up.

Toronto Oils

Toronto oil stocks showed a mixed performance today. Some stocks were up, while others were down. The market was active and the volume of trading was heavy.

Egg Market

Egg prices were generally higher today. The market was active and the volume of trading was heavy. The prices of most eggs were up.

Unless Electricity Centralized

'High-Cost Chaos'

By HARRY YOUNG
Columnist Business Central

British Columbia needs a central planning authority to develop and guide the electrical needs of the fast-growing province, according to Charles W. Nash, director of the Canadian Council of Industrial Relations.

Closing Averages

In a outstandingly important address made at recent night, Mr. Nash said that if the various agencies at present providing power to the province were to be allowed to act in different ways, the province would be faced with high-cost chaos.

Using conservative estimates, the B.C. Electric said that the use of power in B.C. will grow 25 times in the next 50 years, raising the present load of 100,000 kilowatts to 4,000,000 kilowatts.

For his central authority, Mr. Nash advocates an extension of the principles of integrated development which started with the B.C.P.C. 15 years ago.

Mr. Nash declined to think of the electrical condition of the province as a central planning problem. He said that the province has a central planning problem.

Mr. Nash is obviously disturbed by the lack of co-operation between such utilities as B.C. Power Commission, A.C. Electric, West Kootenay Power, and the other electric companies.

If there is no central authority to bring them all together, the province will be faced with high-cost chaos.

STANMOUNT PIPE LINE COMPANY

STANMOUNT PIPE LINE COMPANY is a leading manufacturer of pipe and fittings. The company has a long history of service to the industry and is known for its quality and reliability.

LOST \$100 REWARD

LOST \$100 REWARD. A reward of \$100 is being offered for information leading to the recovery of a lost item. The item is a gold watch and is worth \$100.

STERLING FUNDS WANTED!

STERLING FUNDS WANTED! Amount of \$100 or multiple will be paid to the holder of the funds. The funds are for the purpose of the company.

At Last! A.M.P.*

An easy way to pay for your life insurance!

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An easy way to pay for your life insurance!

Victory Loan Bond Prices Take Leap

The market price of Victory Loan Bonds moved up from two to five points yesterday as a result of a 10-cent rise in the price of the bonds.

Oil's Fare Best

Oil's fare was the best in the market today. The market was active and the volume of trading was heavy. The prices of most oil stocks were up.

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Girls Applaud Princess

Girls of the St. Ann Ambulance home nursing group broke into an excited round of applause as Princess Margaret walked by during her tour of the Veterans' Hospital yesterday.

Hospital yesterday with Dr. C. A. Watson, medical superintendent of the hospital, and Miss R. W. Cooper, director of nursing. (Colonist photo.)

You're the Best of the Lot'

Compliment for Princess
From Old Vet at Hospital

"I seen your brother and all the rest of 'em but you're the best of the lot," a gruff old veteran of the wars told Princess Margaret yesterday.

The frank comment came from Joseph Williams, a 74-year-old veteran of the First World War, who was in the Veterans' Hospital during a short inspection trip by the Princess yesterday.

And the old soldier, who was in the 13th Battalion during the First World War, later was brought out to meet the Princess. Margaret made a special point of speaking to him, and many of the patients as possible. Many of whom had been with him for weeks for the special occasion.

For Jack James Garmory, it was the first time he had seen the Princess. He had been in the hospital since 1918, and he was in the 1st Battalion during the First World War.

Writing a shimmering yellow note to the Princess, he said: "I am proud to be able and open for the occasion."

George V at Buckingham Palace yesterday. Mrs. King, Queen, and the Princess were present. The Princess was wearing a blue dress and a white hat.

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Maple Wood Drive, who was presented with the Boer War Medal by King Edward VII at Buckingham Palace in 1910. Following her tour of the hospital the Princess was met and escorted to the stables by a young man in a blue uniform, who was a member of the household.

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Happiness Comes to John Thompson

Happiness came to John Thompson, a veteran of two world wars, in the Veterans' Hospital yesterday as Princess Margaret paused briefly to greet him as she toured the hospital. Mr. Thompson, 61, served with the Canadian Army overseas in the First World War and the RCAF in the Second World War. (Colonist photo by Bud Kienan.)

'Almost Unprecedented' Intimate Story On Princess Angrily Denied

In an "almost unprecedented" manner, the royal household yesterday fully denied a news agency report that the princess would be writing a book about her life in the hospital. The report, which was published in the Toronto Star, said that the princess would be writing a book about her life in the hospital.

The princess, who is 34 years old, is the youngest daughter of King George VI and Queen Elizabeth. She is the only daughter of the king and queen who has not been married. She is the only daughter of the king and queen who has not been married.

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EATON'S 15th ANNUAL



FURNITURE AND HOUSE FURNISHINGS

Starts Wednesday, July 16th

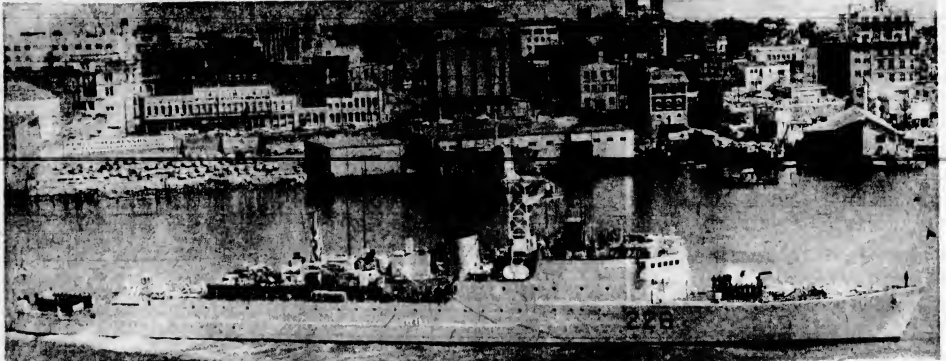
Check your value-packed flyer now, before you come into town... save yourself time and trouble, make your shopping day easier. And remember, EATON'S Budget Plan Terms may be arranged, if desired, on purchases of \$150.00 or more, with NO DOWN PAYMENT!

9 o'clock Specials 1 o'clock Specials

On Sale from 9 a.m. to 10 a.m. if Qualifies List Please, No Telephone or Mail Orders

Women's Pyjamas Soft, comfortable denier rayon pyjamas with matching tops, in a variety of colors. \$1.99 EATON'S - Lingerie, Second Floor	Outdoor Furniture Sets Large comfortable sets, in a variety of colors. \$3.69 EATON'S - Furniture, Second Floor	White Enamel Beautiful white enamel sets, in a variety of colors. \$3.99 EATON'S - Furniture, Second Floor	Pruning Shears Heavy bargin gardeners' set. \$1.79 EATON'S - Hardware, Lower Main Floor
Bathroom Hampers 12 inch, 10 inch, 8 inch. \$9.89 EATON'S - Bathrooms, Lower Main Floor	Flannelette Yardage Suitable for babies' nightgowns, diapers, etc. \$4.00 EATON'S - Margate, Basement	Badminton Sets Complete sets, in a variety of colors. \$7.49 EATON'S - Sporting Goods, Main Floor	Candy Bars Candy for many occasions. \$2.15c EATON'S - Confectionery, Main Floor
Tennis Racquets 12 inch, 10 inch, 8 inch. \$5.19 EATON'S - Sporting Goods, Main Floor	Children's Slippers Soft, comfortable slippers, in a variety of colors. \$1.00 EATON'S - Family Shoe Centre, Lower Main Floor	Carpel, Half Price Carpel, half price, in a variety of colors. \$2.25 EATON'S - Furniture, Second Floor	Girls' Tea Shirts Beautiful girls' tea shirts, in a variety of colors. \$50c EATON'S - Margate, Basement
Upholstery Plastic Upholstery plastic, in a variety of colors. \$98c EATON'S - Furniture, Second Floor	Flashlights Flashlights, in a variety of colors. \$89c EATON'S - Small Appliances, Main Floor	Extension Dryer Extension dryer, in a variety of colors. \$2.99 EATON'S - Furniture, Second Floor	Rayon Bengaline Rayon bengaline, in a variety of colors. \$99c EATON'S - Furniture, Third Floor

It Pays to Shop at EATON'S. Open Hours: 9 a.m. to 5:30 p.m. daily. Friday, 9 a.m. to 9 p.m. Phone 2741 or Toll-Free 2000 6100



HMCS Crescent in Inner Harbor Carries Princess to Naval Review

Island Forecast—Mostly clear, not so warm
(Details on Page 5)

The Daily Colonist.

(ESTABLISHED 1858)

Telephone—3-4111

1:30 p.m. to 4 a.m.
Circulation: 10,774, Spots: 8,700
General: 10,000 to 11,000

NO 181—THIRTIETH YEAR

VICTORIA, BRITISH COLUMBIA, WEDNESDAY, JULY 16, 1958

SECOND NEWS SECTION

'Neglected' Brownies Given Second Chance

Kind People

Please Say Thanks

My Lisa Campbell, 10th Bn Quorn, would like to say "thanks" to the people who provided and offered help in her recent period of worry.

A week ago Mrs. Campbell, whose husband is in hospital and whose family is receiving welfare assistance, lost her father, a well-known Victoria business man.

The writer has not been received, but Mrs. Campbell says:

"I would like to express my sincere thanks to all those who were so kind in sending me help when I lost my father and to the people who helped me in my time of need."

U.S. Alerts Pacific Fleet

No Change in Plans

A U.S. Pacific Fleet aircraft carrier, the USS Enterprise, is expected to arrive in Victoria on July 17.

The carrier is expected to arrive in Victoria on July 17, and will remain in the harbor for several days.

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News Shelters Fleet-Viewer

A Colonist folded into a hat made a dashy, anti-bomb shelter for thousands who braved yesterday's blinding heat to see naval review. (Colonist photo by David Stinson.)

Remedy 'Too Late' For Some

By ERIC M. SMITH
Victoria district Brownies and Girl Guides—for many of them—will have their chance for a brief "talk" with Princess Margaret tomorrow.

They will assemble in the Princess lawn north of the Fort, 8:30 a.m. to 10 a.m. and the Royal Highness will walk among them for several minutes on her way to the car which will take her to the airport at 10 a.m.

Word of the angle change in royal plans came out yesterday afternoon when three girls, understood to have come to a high spot, went out to find suitable officials to ask the Queen, Princess and Princess Margaret to attend.

They also, the rendering of Monday's arrangements will come too late.

At 10:30 a.m. about 50 young girls stood in front of the Royal Highness. They were all dressed in their best, and many of them were wearing hats.

The girls were all dressed in their best, and many of them were wearing hats. They were all dressed in their best, and many of them were wearing hats.

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Nearly Overlooked in Rush Over Royalty

Most people in Victoria were too busy following Princess Margaret yesterday to see the largest group of people who tried to see the royals. From left, Dick Powell, business manager Morgan Maer, who tried to hide his anonymity behind a flower, Frances Bergen, Edgar Bergen, and June Allyson. (Photo by Bill Ingham.)

Here to See Princess, Too

Film Stars Lost in Mob

Princess Margaret, actress June Allyson, and other film stars were seen yesterday in Victoria. The princess was seen in a car, and the actresses were seen in a crowd. The princess was seen in a car, and the actresses were seen in a crowd.

Record 86.9 Temperature

Victoria Swelters For Fleet Review

Victoria swelters today as the temperature of 86.9 degrees Fahrenheit is the highest ever recorded here. The heat is expected to continue for several days.

Seen in Passing

Princess Margaret, actress June Allyson, and other film stars were seen yesterday in Victoria. The princess was seen in a car, and the actresses were seen in a crowd. The princess was seen in a car, and the actresses were seen in a crowd.

HENRY JARVIS



An 'Interested Visitor' Drops In

Interested visitor at Rod 'Yuse Lodge's wedding. Princess Margaret is shown through the building by Mrs. K. G. (Inset photo.)

Tervo-Young

Truth Centre Rite

Recently united in marriage formal tea and coffee and the bride and groom were Missy Martin, Louise Young, eldest daughter of Mr. and Mrs. Robert G. Lynn, 308 Queen Street, and Mr. Albert Tervo, son of Mr. and Mrs. Albert Tervo, 128 Wende Road.

The bride was charming in afternoon white while the bride's dress was a simple white gown with a pink rose corsage. The bride's veil was in white.

Baby Scientist, Volume 1, 17

Wednesday, June 16, 1958

Ganges Fashion Show Boosts Museum Fund

GANGES FASHION SHOW, which took place at the Ganges Hotel, was a success. The show was organized by Mrs. A. M. Brown and Mrs. P. H. Brown and members of the Ganges Fashion Show Committee.

The show was a success and the funds raised will be used for the Ganges Museum. The show was held on June 15, 1958.



Walker-Price

Tall basket of yellow, green and white gladioli as the bride's bouquet. The bride was Missy Martin, Louise Young, eldest daughter of Mr. and Mrs. Robert G. Lynn, 308 Queen Street, and Mr. Albert Tervo, son of Mr. and Mrs. Albert Tervo, 128 Wende Road.

Keys to City For Victorian

Former Brink, Newfoundland, was presented with the keys to the city of Victoria by the Mayor, Mr. J. H. Brown, at a ceremony held in the City Hall.

No Action On Closing

On May 11, 1958, the City Council decided not to take any action on the proposed closing of the City Hall.

FOR SOMETHING EXTRA... in CUISINE and ATMOSPHERE

SPARE RIB House

SPARE RIB House is a restaurant and bar located in the heart of the city. It offers a wide variety of food and drink, including steaks, ribs, and seafood. The atmosphere is casual and relaxed, making it a popular spot for dining out.

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Satin Sponge

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Satin Sponge is a new way to apply deodorant. It is a soft, feminine sponge that can be used to apply deodorant to the underarms. It is available in a variety of scents, including vanilla and rose.

It's the Year for the Men

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gives lively new flavour to quick 'n' easy dishes:

French's BARBECUE SAUCE

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EGGS A LA FRENCH—6 SERVINGS

1 egg, butter, 1/2 tsp. vinegar, 1 cup French's Barbecue Sauce, 2 tsp. French's Worcestershire Sauce, 1/2 tsp. pepper.

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2000 and 2000, page 54

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Just in Case Princess Chilly

Yesterday was the hottest day of the year, but an indulgent side made sure to tuck a blanket around the feet of Princess Margaret. — (Colonist photo by Jim Ryan)

Formal Navy Dinner at Royal Roads

'She Was All Sparkling'

By DOROTHY WROTONSKI
Colonist Staff Writer

Was she all sparkling with diamonds and bling? Was the first question fired at me on my return from Princess Margaret's arrival at the dinner held at Royal Roads last evening. The Princess was not sparkling and not only with diamonds.

On entering the main hallways she slipped to the floor in front of the large fireplace in position to receive the guests who were to be presented. The Princess waved her right hand back and forth as something and to her by Gen. G. R. Peckler. The hand waving was accompanied by a rattling laugh heard on the stairs and wide landing, the vintage point according to newsmen and was with photographs.

The Princess looked exquisite in her first appearance in a formal gown while in Victoria. And that it was in a castle and fitting. The gown of white tulle, printed with red and green leaves and fashioned with off-the-shoulder

neckline, tiny sleeves and the softest skirt draped in soft folds. Diamonds about light blue her tulle, necklace and brooch.

After the presentation the Princess went to the Commodore's room with her host, Rear Admiral H. R. Byrnes, flag officer, Pacific Coast, and Mrs. Byrnes, Gen. G. R. Peckler, Minister of National Defence, Mrs. Peckler and several others.

The private rooms set aside for the Princess on the second floor, looked out over the formal Italian gardens abode with color and to the west over the lagoon and Olympics.

Here we talked to Mrs. Margaret Robertson on duty for the Princess and who told us the secret the Princess Royal on her visit to the castle. We

remained alone, which the Princess was wearing an arrival but no doubt would on her return, ride to town.

The polished tables were set with white glass, gold and crystal. The dinner was served with each course followed by most delicious, smooth portions, bread and butter, accompanied by

saucers. Refreshing menu and a light dinner, every sound up the stairs. With us, were Gen. G. R. Peckler, Rear Admiral H. R. Byrnes, flag officer, Pacific Coast, and Mrs. Byrnes, Gen. G. R. Peckler, Minister of National Defence, Mrs. Peckler and several others.

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Notice Drove, Owner Died

VERNON (P)—An inexperienced 14-year-old girl was at the wheel of an automobile which, reported William Blackburn, 17, of Belmont, in the death July 4, a motorist's jury found.

The girl, who lived at Mrs. J. L. Vancouver, who she had never driven before and that Blackburn had suggested that she take the wheel.

Sommers Case

'Ordinary Business Retainer'

VANCOUVER (P)—The 48-year-old president of B.C. Forest Products Limited, testified that his big lumber concern had a standing retainer deal with Pacific Coast Services Limited, under it Paul H. Gray was to keep B.C. Forest informed as to opportunities in the lumber field in the province.

Thomas Burgess, vice president of B.C. Forest Products Limited, testified that his big lumber concern had a standing retainer deal with Pacific Coast Services Limited, under it Paul H. Gray was to keep B.C. Forest informed as to opportunities in the lumber field in the province.

NOT RECEIVED
Amount of the retainer was not mentioned.
Under questioning by B.C. Forest counsel, Douglas Mack Brown, Mr. Burgess said H. W. Gray and his Pacific Forest acted as agents in business deal totaling millions of dollars.

The testimony came in the 4th day of the trial. At that time proceedings showed to a crowd of spectators that the jury had been asked to decide on the merits of the charges against Burgess and Gray.

Gray, who was the president of B.C. Forest, had been charged with the same charges as Burgess.

CHARGES DROPPED
Central agency in the suit only proved that it former president and former director Robert Sommers, Monday Mr. Justice Wilson, nullified the charges of bribery against him.

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HUDSON'S BAY COMPANY, garden shop, lower main

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Boys' Swim Trunks for Summer Fun

Reg. 1.19 **88^c**
Special

There's still time to make that big splash in new swim trunks from B.A.Y. Quick drying trunks in cotton or acetate rayon, styled with draw string waist for comfort and good fit. Blue, brown, grey. Sizes medium and large from 10-15.

HUDSON'S BAY COMPANY, boys' wear, main

SALE!

Women's Summer Sandals

Cushioned for Comfort

Reg. 4.95 **2⁹⁹**
Special

Fashionable sandals to wear with summer suits, dresses and sportswear. Stylish inside wedge heels, open toes and heels, from and made of leather, in formal and casual styles. Good and light weight, flexible, comfortable design. The sandals in walking comfort and good looks. (Size 6 to 8 1/2, collective)

HUDSON'S BAY COMPANY, women's shoes, fashion floor, 2nd

Women and Children of the Fur Trade Exhibit

The courageous wife of fur trader John Work, who travelled with him all through the rugged Pacific Northwest, at Fort Simpson wanted to show the story of her life. See our exhibit representing Mrs. Work in her home, part of our Centennial tribute to B.C.'s pioneer women.

Daily, 9 a.m. to 5:30 p.m. Friday, 9 a.m. to 9 p.m. Douglas Room, third floor.

★ **PARKING**—Over 1,000 parking spaces in the BAY'S three big lots and the meter-free Annexway.

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On sale each time for 20 minutes in the No. 100, phone 5-1311, orders please. (Personal shopping only)

Shrug Sweaters

Attractive girls about perfect to suit your girl friends in perfect comfort. In navy blue, white, and grey. Sweater in a fancy knit with trim on sleeve and hem of bottom. Stocking light blue, beige, grey. \$2.95 and red. Size S-M-L. Reg. 3.95 **2⁹⁹**
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Poplin Bras

Attractive red, black, gold or blue with specific contrasting. With removable shoulder straps for a smooth even tan when desired. Reg. 1.35 **99^c**
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HUDSON'S BAY COMPANY, fashion floor, 2nd

Paper Mache Trays

Impassioned made in a durable tan light... \$2.95 **99^c**
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HUDSON'S BAY COMPANY, fashion floor, 2nd

Nylon Bristle Tooth Brush

Adapt for lower front bristles. Superior quality white bristles set in attractive colored handles. Reg. 1.35 **99^c**
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HUDSON'S BAY COMPANY, cosmetics, main

Bamboo Drapes

4 ft. wide by 7 ft. long attractive NATURAL bamboo to bring the look of nature into your home. Perfect for living room and bedrooms. Shown and attractive in any home. Reg. 1.35 **10⁹⁹**
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Special, per yard
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Full Fashioned Hosiery

Fine quality hose in terrific variety... \$2.95 **69^c**
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HUDSON'S BAY COMPANY, hosiery, main

Wabasso Dependable Pillow Cases

Save on these dependable long wearing pillow cases. One half dozen for \$2.95. (Size 42x36) Reg. 4.95 **97^c**
Special, pair

Thick Napped Belgian Flannelette Blankets

Warm, long wearing flannelette blankets with soft, long pile and soft and long wearing. (Size 70x90. Limited quantity, on ship main) Reg. 1.35 **1⁹⁹**
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HUDSON'S BAY COMPANY, blankets, 1st

48" Cotton Drapery Prints

Save at least half on these floral and modern design drapery prints in a wide variety of colors. Material suitable for drapery and for decorative use. (Size 48x72. Limited quantity, on ship main) Reg. 1.35 **86^c**
Special, per yard
HUDSON'S BAY COMPANY, draperies, 4th

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Now, car wax by Rinsow... \$2.95 **1⁹⁹**
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Lightweight, easy to wear canvas oxfords with rubber soles. (Size 7-11. Limited quantity, on ship main) Reg. 1.35 **1⁹⁹**
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1936 30 h.p. Evinrude outboard. Reg. \$300 **\$200**
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The Yukon had a peak population of 27,000 in the 1940 gold rush days, compared with 12,100 in 1956.

Skinny men, women gain 5, 10, 15 lbs.



Mrs. John Work

CENTENNIAL
EDITION

The Daily Colonist.

VICTORIA, BRITISH COLUMBIA, WEDNESDAY, JULY 16, 1958

FIRST
SECTION



THE BRITISH COLONIST.

VOL. I

VICTORIA, V. I., SATURDAY, DEC. 11, 1858

NO. 1.



1858



BRITISH COLUMBIA'S CENTENARY AND THE COLONIST'S

1958



FOUR YOUNG MEN SET UP METHODISM

The story of Methodism in British Columbia is highlighted by the fact that the first missionaries to arrive in Victoria were the first "foreign" missionaries to be sent from Canada.

Streams of the need of missionaries in this rapidly growing colony led to the establishment of the first Methodist Church in Toronto.

In response to a call for volunteers for this annual venture, four young men stepped forward. They were Rev. Ephraim Evans, Rev. Edmund White, Rev. Ebenezer Holmes and Rev. Arthur Leitch.

They made the trip to the Port of Call in the ship of the London & Pacific and reached here in December, 1858. Quickly they gathered the few Methodists together and they held their first meeting in the fall.

Their first service was conducted on Feb. 12, 1859, after which the four men parted company in order to carry their message into other parts of the province. Mr. Holmes landed near Seattle, Mr. Leitch near Nanaimo, and Mr. White to New Westminster. Mr. Evans remained in Victoria.

The Hudson's Bay Company granted three lots at the corner of Pandion Avenue and Grand Street as the site of the first Methodist Church in the capital. The church was opened in 1861 and the Methodists soon held their first service in 1861. It was held for \$20.00 and was well attended. It was the first of the series of churches in the colony. The first Methodist Church in Western Canada to replace its main sanctuary, built in 1862, in the present Metropolitan United Church at the corner of Pandion and Grand.

Method in Bunkhouse
Methodism landed Vancouver at the north of the city, Mr. Robinson had been minister in New Westminster, but, as early as 1860, he had moved to the site of Vancouver. He delivered his first sermon at the home of the late Hastings Bay.

The first Methodist Church in Vancouver was opened in 1860 and, to be sure, it was destroyed by fire. But the congregation expanded into the Vancouver Street Methodist Church was built in 1867, which, in turn, proved too small and Wesley Church was constructed.

The Methodist Church had a counterpart of the Anglican William Duncan in "Indian Country." Like Duncan, he also was a teacher and was familiar with the Indian language. He made a great impression on the natives on his arrival in 1860. A small first residence was rented. He preached at the warehouse and soon had a church at Chilliwack. As a result of his work, he was ordained in 1871.

Churches Still Advance

Since this review could deal but briefly with the early history of the different denominations, it must be viewed that as the days passed and the 20th century dawned, the churches advanced with the settlers into every part of the province.

To keep pace with this, the province continued to be further divided into dioceses, provinces and parishes. And, as the province continued to grow, many missionaries, more dignified than before, must have been required to be so that Christ's message is continually before all the people.



FIRST PRESBYTERIAN CHURCH OPENED 1863

Rev. Thomas Sumner, who came from the Scotch of Scotland, was the pioneer. Though he was not a Presbyterian, he was a minister and organized St. Andrew's Presbyterian Church, meeting a new church in 1863. From that time on St. Andrew's has continued to grow and expand.

It seems that, if churches were not to be built in the next days, they had to suffer from disunion in their congregations. This happened at First Presbyterian in 1861, as a congregation was born.

one of the Canada Presbyterian Church.

The first Presbyterian church here, St. Andrew's, was founded in 1863. It was founded by Rev. Dr. W. Leslie Clay, who was in the colony for many years, but only in his church, but to the community at large.

A new First Presbyterian Church arose and in quick succession came St. Andrew's, St. John's and others.

Baptists

First Baptists were the first of the large movements to be established in British Columbia. First Baptist Church was organized in Victoria in 1854 by Rev. William Carver.

Eight years later the congregation was dissolved and a new church, Carver's, was organized. It was located off Herald Street, behind the present Illustrations Bay Hotel, and was destroyed by fire.

Emmanuel Baptist Church, eight years later the congregation was dissolved and a new church, Carver's, was organized.

and Gladstone to care for the needs of the rapidly growing colony. The church, which was opened in 1860, was destroyed by fire in 1880.

The Baptists directed their attention to the mainland in 1880 and built Christ Baptist Church in New Westminster in 1888. Fire destroyed it in 1898.

The Baptists went to Vancouver to spread their message in 1880 and founded the First Baptist Church there that year. Nanaimo entered the Baptist fold in 1881 when a church was with them. In 1886, the denomination gained a foothold in the city.

United Church

Throughout this story reference has been made to the United Church of Canada, which now has the largest following in British Columbia. This church, while just over 30 years old, is a combination of the forces of the Methodist, Presbyterian and Congregationalist. It has some of the finest churches in the province and is well in the vanguard in providing new "cultural" halls and other facilities for its youth and

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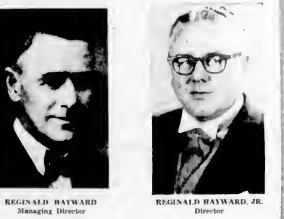
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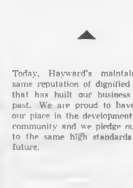
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Congratulations British Columbia!

GROWING WITH B.C. FOR 33 YEARS



VICTORIA Huron & Erie-Canada Trust's first office in Victoria, Canada's capital city opened its doors for business on September 25, 1925.



VANCOUVER Huron & Erie-Canada Trust's "Tower" office in Vancouver was opened only six years ago. Recently, new wing has been purchased for further expansion.



"Older than the Dominion of Canada"

This is British Columbia's Centennial Year. All Canadians are proud of this most western province, untapped for its great variety and quality of natural resources and scenery. All British Columbia take pride in the phenomenal growth in industry, power development and mineral production which has taken place in the province and are looking forward to greater expansion arising out of increased development of natural resources and establishment of industry on or adjacent to the highways of the world.

Huron and Erie-Canada Trust is also proud of the story of its growth in British Columbia during the last thirty-three years. At the end of our first third of a century in British Columbia the aggregate of our demand and time deposits in the province exceeds \$14,000,000 and our mortgage investments alone in British Columbia exceed \$15,000,000. The value of estates, trusts and agencies under administration by The Canada Trust Company in British Columbia exceeds \$72,000,000 or more than 25% of the total of such assets administered by the Company.

Huron and Erie-Canada Trust congratulates the people of British Columbia on the achievements of their first one hundred years and confidently joins with them in their hopes and expectations for the future.

Huron & Erie-Canada Trust

J. D. WILSON, Assistant General Manager

D. B. ABBOTT, Manager View on Broad St. VICTORIA C. C. OWEN, Manager 336 Howe St. VANCOUVER

OFFICES IN 13 PRINCIPAL CANADIAN CITIES

Miners' Riots Force Better Labor Terms

Early Political Labor Leaders

In the first years of the 20th century, James H. Hawthorn, mine right, who was M.L.A. for Nanaimo and Parksville, was one of the first to demand better terms for the mining community in British Columbia. The present mining community and industry have benefited.

By DAVE FRANCES

When British Columbia was born in 1868 there were no trade unions in the sparsely-populated colony.

Widely changed in the century, today, when British Columbia is the best unionized province in Canada and possibly in North America, some 50 per cent of the province's \$1,000,000,000 gross product is produced in the agricultural and industrial sectors.

The story of organized labor in this province begins with the formation on Feb. 17, 1903, of the Vancouver and Shipwrights Association of Victoria and Vancouver Island—the first trade union west of Ontario before 1900.

It was the influence of immigrants of British stock, accustomed in the world's industrial revolution to the organization of the labor force, that resulted in the formation of such early trade union centers simultaneously with the beginning of industrial activity in the colony.

One of the most serious strikes was that of February, 1877, in the Washington coal fields.

Strikers Left Homeless

Strikers were arrested and the strike broke. The miners were left homeless, their buildings destroyed, and the strike broke. The miners were left homeless, their buildings destroyed, and the strike broke.

In the 1880s an accumulation of factors resulted in a large-scale strike. The strike was the result of a combination of factors, including the strike in California, the strike in the United States, and the strike in the United Kingdom.

In addition, the strike was the result of a combination of factors, including the strike in California, the strike in the United States, and the strike in the United Kingdom.

In 1885, the federal government passed a law that gave the federal government the right to intervene in the strike. This law was the result of a combination of factors, including the strike in California, the strike in the United States, and the strike in the United Kingdom.

Trade union leaders held that Canada was not ready for a strike. This was the result of a combination of factors, including the strike in California, the strike in the United States, and the strike in the United Kingdom.

The American Labor Union, which was the result of a combination of factors, including the strike in California, the strike in the United States, and the strike in the United Kingdom.

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1859 M & M 1958

IN OUR 100th YEAR

SERVING the INDUSTRIAL and DOMESTIC NEEDS of VICTORIA

Our Business Story Is One of Success Through Service

**Mc & Mc
With 2 Locations
to Serve You**



In 1859, about 100 years ago, a hardware business in a tent on Yates Street, when the "GOLD RUSH" to the Cariboo created a sharp demand for picks and shovels. In 1860, C. B. C. Prior was one of the first to open a hardware store. He became a member of Parliament and in 1903 Premier of the Province of British Columbia. A pioneer has passed on, but the hardware store has not.

In the meantime, the business of Mc & Mc has started a hardware business in Vancouver and amalgamated with the B. C. Price Company in 1925, thereafter becoming known throughout B.C. as Mc & Mc. In 1940, Mc & Mc became part of J. H. Andrews Hardware Co., making our service available all over Victoria, Canada. Everything for "Home and Industry." Original slogan of Mc & Mc is more true than ever today: offering the widest and finest selection in Canada of quality merchandise.

Mc & Mc extend good wishes to all those who have contributed to the growth and prosperity of this province.

- ★ Bar Iron and Steel
- ★ Roofing
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- ★ Paints
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- ★ Radios
- ★ Sporting Goods



- ★ Wire Ropes
- ★ Tank Plates
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- ★ Electrical Supplies
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RAILROAD HISTORY TURBULENT ONE

Esquimalt, Then Port Moody, Lost to Vancouver as Terminus

Rails, over which the wood-burning iron horses roared and steam smoke billowed, were not laid down in the heart of Victoria and Vancouver until after a lot of political knuckle-dusting by impassioned, bewhiskered citizens of the two towns.

Original plans of Confederation named Esquimalt as the Pacific Coast terminus of the transcontinental railway. But the politicians of the day, who would send the widely scattered settlements into a frenzy.

If these plans had reached fruition, Esquimalt today would have been a city of half a million people, with the present mainland industrial plants established along its waterfront stretching from Sooke on the west to Goldstream on the north.

It is possible that Victoria would still be the capital, a great suburb of Esquimalt. There would be no Vancouver and Port Moody would be the other side of the next, a new place for settlement in the summer months.

The transcontinental rail-

Secession Movement Goes to Queen

Victoria would have been given a heavy political stick at that time and diversified in second. When Queen's attitude continued to hinder the secession movement was dispatched to the Queen on August 2, 1878.

A political upheaval resulted. On August 2, 1878, becoming the Victoria secession movement, the new climate toward the island and there was a reaction. It was announced that 100 miles would be laid, but it was a sour coasted pill and down settled over Victoria with announcement that the 100 miles would be laid over Kamloops and Yale.

This was the first time Victoria felt they were being neglected at the railroad building.

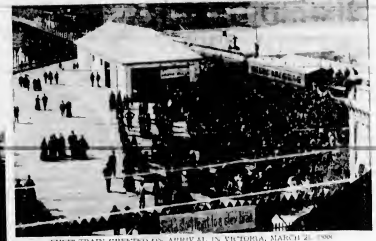
This brought into focus the frontier village of Port Moody on Burrard Inlet. The political maneuvering had distracted Esquimalt at 12:01 p.m. on July 4, 1880, the first Canadian Pacific train from Montreal pulled into Port Moody. The trip lasted



MAY 23, 1907. FIRST CPR TRAIN REACHES VANCOUVER FROM MONTREAL.

In the situation and proved about 80 miles, leading the rail miles toward Nanaimo with the main line of Esquimalt. This was the first time a community had a rail line. After one failure to get a railroad in Victoria, the rail line was built in 1880. The rail line was built in 1880. The rail line was built in 1880. The rail line was built in 1880.

Six weeks after the first transcontinental train had passed Port Moody, the first train was made on the E & N and it carried an ill-disguised quest for the prime minister of Canada, Sir John A. Macdonald.



FIRST TRAIN GREETED ON ARRIVAL IN VICTORIA, AUGUST 2, 1880.



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The City of Victoria IN ITS 96th YEAR AS A CITY Salutes the Province of BRITISH COLUMBIA IN ITS 100th YEAR

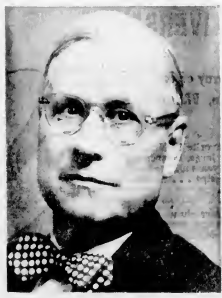
We Have Kept Pace: Stride for Stride, with a Growing Province for Almost a Century

The history of the City of Victoria is no less colorful than that of the Province of British Columbia. For it is bound up with the province's fabulous rise to wealth and prominence.

Fort Victoria, founded in 1843, was destined for greatness for shortly after founding of the Province of British Columbia in 1858, the City of Victoria was incorporated and subsequently became capital of the province.

Today, the citizens of Victoria share a boundless pride in a community that boasts a colorful background, provides every desirable environment to modern living and holds golden promise for the future. Many historic landmarks link the city with British Columbia's development and serve to characterize this corner of the globe in a manner that sets it apart from all others.

Mayor Percy Scurren and Members of the Victoria City Council Consider it a Privilege to be in Office During This History-Making Centennial Year.



PERCY B. SCURREN
MAYOR OF VICTORIA

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The average resident can speak to any other telephone number in the community or in the world. The former line is a modern one that connects him with the nearest exchange. Minutes of time have been saved by the use of the vacuum tube. The average resident can speak to any other telephone number in the community or in the world. The former line is a modern one that connects him with the nearest exchange. Minutes of time have been saved by the use of the vacuum tube.

under auspices of the Marine and Fisheries department.

Others included Mr. P. A. J. G. Parsons, P.O. Box 100, Esquimalt, B.C., and Mr. J. H. Parsons, P.O. Box 100, Esquimalt, B.C.



Strlingham B.C.'s first telegraph wire, in 1863.

That's why the first telegraph wire was laid in 1863. The wire was laid from Esquimalt to Victoria. The wire was laid from Esquimalt to Victoria. The wire was laid from Esquimalt to Victoria.



W. J. PICHMAN

... had first phone. From New Westminster to Port Moody in 1881. In 1881, New Westminster and Vancouver were connected, and both

service was established at Victoria and Nelson. The money for the telephone was first raised in Nanaimo in 1881.

B.C. Telephone took over the Victoria's system in 1888. In 1900 it was not only the largest but also the most complete in the province. The B.C. Telephone took over the Victoria's system in 1888. In 1900 it was not only the largest but also the most complete in the province.

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For 68 of our Province's 101 years, New Method Laundries has brought the latest and most reliable of laundry and dry-cleaning services to four successive generations of Victorians. During all this time it has been locally owned and operated.

Originally known as the Bickertide Laundry, today's plant on North Park Street is among the finest in Canada. It provides year-round employment for over 150 of our fellow citizens and regularly brings its complete range of household services to over 3,000 homes in Greater Victoria and Duncan each week.



H. R. STEPHEN
Manager of New Method Laundries

1890 Plant — Site of Dominion Theatre

The picture on the left shows the original site of the New Method Laundries. Known then as the Bickertide Laundry, and later as Victoria Steam Laundry, it stood on the corner of the Dominion Theatre on Yates Street. Contrast these three images, again with today's modern fleet pictured below.



A picture of New Method's fleet is the large number who have spent a lifetime in the service of the company. All those pictured above have been with New Method for 25 years. Their continued skill and know-how are your best guarantee of satisfaction.

New Method Fleet

Today New Method's fleet consists of 25 modern vehicles which between them travel over 120,000 miles a year. They are maintained in tip-top condition at the company's own garage. Their familiar black and yellow colors are well-known on every Victoria street.



Chinese, Cosques, Ships Push Construction

During 1963 and 1964 there were 900 million more engaged in building telegraph lines, improving the means of transporting goods and material. Additional Chinese, Cosques, Ships Push Construction.

In June 1963, a new bridge was built at the rate of six miles a month. The bridge was built at the rate of six miles a month. The bridge was built at the rate of six miles a month.

Not Complete Failure

It was a magnificent national bridge was not just a failure. The bridge was not just a failure. The bridge was not just a failure.

Western Union operated the service until 1977, when the province of British Columbia took over the service.

On Sept. 27, 1988, the government purchased from Western Union the land lines and 16 miles of cable between Vancouver and the mainland, and operated them as part of the Dominion Government Telegraph Service.

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Get the most from your garden. We give you the best care for your trees. Call us for prompt spray service for removal of trees.

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Attention Industrial Areas—Businesses—Change of Fire

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Dramatic Start of B.C.



THE MATTHEW HUBBARD. (Left) and MASON. (Right)

Aug. 1—Stations at Fort Langley, school at Victoria, first school in B.C., began writing—examining (this).

Aug. 2—British Columbia proclaimed a colony in the House of Commons in London. Also today, the first gold dust was melted and coined in Victoria.

Aug. 3—Governor Douglas, royal proclamation declaring Fraser River open to free trade in land, beef, mutton, pork, poultry, live sheep, cattle and swine and vegetables on all dependencies.

Aug. 4—European people, including 1,000 passengers and 1,000 tons of cargo, left England for Victoria from S.S. Empress of the North Sea. Anglo-Canadians were worried that the city is flooded with too many guests.

Aug. 5—An Act for establishing a variety of dwellings, and the House of Assembly.

Aug. 11—First mail train from San Francisco.

Aug. 17—Governor Douglas orders road opened from Port Alberni to Douglas Harbour, distance of 10 miles. To build the road, considerable quantities of Chinese labour from Yale directed to carry out work.

Aug. 18—Steamer of Fraser River Gold Rush, 250 tons, leaves from San Francisco for the north, only 142 were women and 121 children.



EMPEROR OF THE NORTH SEA

Aug. 20—Steamer Otter reaches Victoria from Fraser River with \$500,000 in gold dust.

Aug. 21—Steamer Enterprise, 115 feet long, arrives from Columbia River to operate out of Fort Langley.

Aug. 22—A sternwheeler begins operating to the north.

Aug. 23—Canadians in Victoria declared a public nuisance by the commissioner of police.

Aug. 24—Cricket team played between Victoria Cricket Club and a team from HMS Satellite.

Aug. 26—Termination of Lord and Fleming to construct the first sawmill in the interior of B.C. at Tilt's Bay, some of the gold strike, to supply lumber for building in that area.

Sept. 6—First law prohibiting sale or gift of liquor to Indians proclaimed by Governor Douglas at Yale.

Sept. 7—Governor Douglas visits Hope and gives directions for establishing and laying out the town.

Sept. 9—First steam vessel built in British Columbia, the Columbia, launched.

Sept. 11—First issue of French language newspaper, Le Courrier de la Nouvelle Colombie, sold in Victoria.

Sept. 17—British Columbia gets its first legislative assembly, in hall which houses the Legislative Council.

Oct. 1—Colony of British Columbia becoming an island, that three children institutions had to be introduced and, a customs house and a post office. All to be ready by winter.

Oct. 18—HMS Lanes with 20 Englishmen to help in the rescue of the boat, Navy's squadron on the Pacific and to lend his name to the village on Salt Spring Island.

Oct. 23—Royal officers were arriving in Victoria, under command of Capt. Parsons.

Oct. 30—Steamer Governor Douglas launched today at Victoria.

Nov. 15—Capt. Grant and his company of Royal Engineers leave for Fort Langley.

Nov. 16—Matthew Begbie (later known as the "Hanging Judge") arrives from England, Governor Douglas leaves for HMS Satellite for Point Roberts, leaves by Harbour's Bay steamer Otter and Beaver to Fort Langley, to provision establishment of B.C. as a colony.

Nov. 19—Establishment of the Colony of B.C. and of the governorship of James Douglas proclaimed. English law comes into force and the tenure of Hudson's Bay Co. to exchange trade with the Indians revealed. Governor Douglas attends ceremony with Matthew Begbie, first Attorney General, Mr. Cameron, chief-factor of Vancouver Island, and Capt. Parsons of the Royal Engineers.

Nov. 20—British Columbia police force becomes integrated unit and Charles Bell appointed chief inspector. The Union Jack flies over the forts at Hope and Yale.

Nov. 21—Governor Douglas returns to Victoria for discussions on Vancouver Island joining the Colony.

Nov. 23—First disposal of public lands in B.C. takes place under direction of Mr. Pemberton.

Nov. 20—A.C. Anderson, Postmaster-General for B.C., announces mails will be sent "by every favourable opportunity" to Langley, Hope and Yale at a charge of five cents.

Dec. 1—The first Lieutenant-Governor of British Columbia, Colonel Moody, takes office.

Dec. 11—The Victoria British Colonist, now The Daily Colonist, appears as a weekly newspaper. (This year it also celebrates its centenary.)

Dec. 16—Rev. William Barrow Crocker named chaplain of the Fraser gold fields area.

Dec. 18—Need of a church in the gold fields so pronounced that the government sets a precedent and builds one at Fort Langley.

Dec. 23—First book in B.C., not of an official nature, comes off the presses for sale at Christmas. It is "The Fraser River Vindictive" by Alfred Waddington.

McCALL DAVEY and SHELBOURNE DRUG

PRESCRIPTIONS
HEADQUARTERS

**HEARTILY CONGRATULATE
THE PROVINCE OF B.C. ON
ITS CENTENARY!**

We welcome the opportunity to pay tribute to our province, and look forward to serving its Centennial visitors.



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understandable fact of providing the
most complete and efficient service
possible to our customers.

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B.C. HIGHWAY-1958

One hundred years ago the way was up the coast by clanking paddle steamer. Fifty years ago, steel rails were British Columbia's link with the rest of Canada. Twenty years ago, TCA's first service took off from Vancouver—the aircraft a 10-seater Lockheed, the route mileage 122. From this beginning has come one of the world's major airlines. 24 flights, including TCA's express 'Mercury' services, leave Vancouver every day, seating over 900. A 31,000 mile network of routes links Vancouver with all main cities in Canada, with the United States, Great Britain (through flights by the new 'Hudson Bay' route), Europe, Bermuda, Nassau and the Caribbean. TCA progress goes on, to bring still better service to B.C. **TRANS-CANADA AIR LINES**



Times have changed with the passing years. New problems, new avenues of commerce have opened up. Conditions undreamed of when Rieth's doors first opened are met with the streamlined efficiency of modern methods. Behind the name of Rieth's stands the unshaken integrity based on years of growth and expansion.

100 YEARS OF PROGRESS

1858

1958



IN THE PAST SIX YEARS BRITISH COLUMBIA HAS EXPERIENCED

387% increase in retail trade • 23.4% increase in population

405% increase in imports • 289% increase in exports

981% increase in electric power generated

47.8% increase in manufacturing (values)

and personal income has risen

by 49.1%

BRITISH COLUMBIA

The financial policy of the Provincial Government has been designed to keep pace with the economic and industrial growth of the Province. In the past six years this policy has been spectacular, practical expenditures and accompanying services have experienced remarkable advances to meet the growing needs of an increasing population and an expanding economy.

One of the most significant aspects of financial policy has been the progressive reduction of the direct or "dead-weight" provincial debt. In 1952 the total debt was \$19,000,000.00; this has been reduced to \$5,000,000.00 in the past six years, which is the lowest it has reached since 1921. Further, it is planned that the entire provincial direct debt will be retired by 1960.

A "pay as you go" policy has been synchronized with that of debt reduction to make possible the provision of current capital requirements from current revenues.

The result of these policies has been threefold:—

1. There has been a noteworthy reduction in direct debt charges.
2. The current financial picture is a healthy one.
3. Enhanced credit rating has been gained for British Columbia securities in the money markets.

In turn, this has enabled the Province to extend its guarantee to capital requirements with respect to hydro electric, development, road and rail transportation facilities, road construction, to sewerage and waterworks projects,

and other essential services at the local or community level. In the forefront of provincial activities over the past six years have been those of the three provincial Crown corporations, the British Columbia Power Commission, Pacific Great Eastern Railway Company and the British Columbia Toll Highways and Bridges Authority. The impetus provided to industrial growth by the production and generation of adequate power at reasonable cost, coupled with the provision of transportation facilities, both road and rail, has played a vital role in this industrial development of ours. The Government has encouraged and fostered the growth of these corporations by enabling them to obtain their capital requirements at most favorable rates, through extending the guarantee of the Province to the principal and interest on their borrowings. Such borrowings are self-liquidating in nature and are for projects which have a generative effect on our industrial growth.

The provision of capital at reasonable cost has enabled the British Columbia Power Commission to undertake in the past several years a great expansion program amounting to some \$14,000,000.00.

Similarly, the operations of the Pacific Great Eastern Railway have been extended and activities intensified in recent years with the rapid growth and development in the interior and northern part of the Province. The railway continuously has maintained an operating surplus since 1954. The extension of the line northward from Prince George is approach-

ing completion, and the line of view to Fort St. John and Dawson Creek is proceeding rapidly. At present, the four hundred and sixty six miles of line is being operated by Prince George, and upon completion of the extension to Fort St. John and Dawson Creek, seven hundred and twenty miles will be in operation. Passengers, transported and freight cars loaded have substantially increased since 1952, and it is anticipated further increases will be recorded in 1958. In preparation for the completion of the northern extension to the Peace River this year, the company has modernized its rolling stock and other equipment. Its microwave communication network is the most up to date on the continent.

The provincial guarantee has also been extended to the financial needs of the British Columbia Toll Highways and Bridges Authority, which was established in 1953, and has steadily increased its activities in keeping with the development in provincial road traffic. This Authority is presently operating the First Narrows Bridge, Oak Street and Alameda Avenues Bridges, the Agassiz-Roadside Bridge and the Nelson Toll Bridge. Other major facilities are under construction; such as the Shanagan Lake Bridge at Kelowna, to be officially opened July 19, 1958, the Deas Island Tunnel and the Second Narrows Bridge. The road network from emerging traffic, together with debt liquidating subsidies from the Province, will ensure that such projects will not only be self-liquidating, but quite likely be free from toll charges at an earlier date.

During the past five years the various school districts of the Province have spent for capital purposes more than \$65,000,000.00, which sum is guaranteed to the principal and interest by the Province. In addition, the provincial grant towards capital expenditures for school purposes is now on a graduated scale and can rise as high as 90% of actual costs. School operating costs have risen from \$49,500,000.00 in 1952 to 80%—to \$48,000,000.00 in 1958. At the same time the share of school costs borne by the Provincial Government rose from \$14,200,000.00 to some \$44,000,000.00 over 200%.

The Government has also extended its guarantee to the capital requirements of local authorities for certain essential services such as the provision of waterworks and sewerage systems.

In the field of Provincial Municipal fiscal relations, direct and indirect grants in the year 1951-52 to municipalities were estimated to be in excess of \$29,500,000.00 and these amounts have risen to more than \$64,000,000.00 in 1958-59. Of the latter total, almost \$5,500,000.00 was paid to municipalities under the terms of the home owner subsidy, which grants to resident home owners, an amount not exceeding \$20.00 in reduction of their taxes.

It is interesting to note from accounts kept one hundred years ago that Provincial Government revenues were \$493,000.00 and expenditures \$493,000.00 at that time. Today our expenditures are \$284,000,000.00.

THE GOVERNMENT OF THE PROVINCE OF BRITISH COLUMBIA



Lady Douglas sitting on the veranda of her home on Elliott Street surrounded by members of her family.

(Continued from Page 15)
camp. The company had not reckoned on incoming settlement, and most of all on gold rushes led from San Francisco and from every available mining camp in a wild west.

At its peak, Victoria had the (sic) experience of being outnumbered by the newcomers by nearly five to one.

In the meantime it had been arranged that a detachment of 400 British Engineers would be sent out from Great Britain, and in 1868 the advance guard arrived under Col. Richard Moody.

Moody, it was a timely and fitting choice. The engineers were certainly extra provision for the settlers, both on the mainland and on the island, and at the same time there were a working party without offence. In later national feeling in still delicate circumstances.

They were quartered at Langley and made an immense contribution to road building and otherwise, particularly in the building of the

inhabitants in the building new colony of British Columbia, which was officially proclaimed on November 15, 1868, with Douglas as the governor.

One can imagine the recent nature of the present on Douglas during these formative events. For Victoria looked majestically as the quivering centre of the upsurge of gold rush, and in one period had 10,000 miners quartered in tents in its suburbs. They included the bootleggers, gamblers, who had to be kept in check, and from whom Douglas's firm action saved the young colony in good stead.

He controlled the stampede in the gold diggers. He imposed and collected a head tax on each working miner heading up the Fraser, which automatically settled the issue of sovereignty even if the legal basis for the import was impossible. Douglas was improving on the spot for regulatory, and other devices which simply did not exist and because he did it firmly his orders persisted.

In between two waves of the gold rush period Douglas had a few sorry on his hands. The "Incorporation" of Vancouver Island and British Columbia, with Victoria as capital followed in 1862. Next year, 1863, witnessed Confederation and creation of the Dominion of Canada, which brought British Columbia as a province in 1871, after acceptance of the terms of union and the disposition of some final details.

So developed from "Came" was the town which has grown into such a sturdy city. The central figure in key points and in the development of B.C.'s history was Governor Sir James Douglas. It is good to recall that he had not his quiet years in peace and quietness, a highly respected figure in his final days.

From December 11, 1958

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"THE PLACE TO DINE"

WE SPECIALIZE ON SPECIALTIES

- Fried or Baked Chicken • Roast Duckling
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LANGFORD — ON OLD ISLAND HIGHWAY

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MAE MEIGHEN'S CORSET SPECIALTY SHOP

... Backed by Three Generations of Sound Experience in Figure Styling

In 1906, as a very young girl, Mae Meighen began to learn the gown business. In those days, foundation garments had all the attributes of steel, garters and girded young women were loved, pined and pressed into fierce aunts and heavy coats.

She began her career in 1911 when she opened her own corset shop in 1011-12, a succession of changes in millinery's subordinate. Her new shop was highly successful and in 1915 she moved to her present location, 800 Fort Street, at Quadra.

July Barclay worked with her mother from her high school days, a succession of changes in millinery's subordinate. Her new shop was highly successful and in 1915 she moved to her present location, 800 Fort Street, at Quadra.

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NOW, IN 1958...

The foundation garment story reveals the most flattering line ever seen in nylon, therm, rayon, silk, cotton, lace, and other materials. The foundation garments of today, preserving, remodeling, and with the help of the "Nemo" brand, give the figure the look of a young girl. July Barclay is widely known as a skilled corseteer and is a busy engaged in the alteration of garments. Victoria's Mae Meighen's Corset Shop has twice the space, with luxury wall-to-wall carpet. Their exclusive fitting rooms and view the stock, including nationally advertised brand name foundation garments.

"NEMO" Foundations One of Our First Quality Lines

A very popular brand of foundation in the line "Nemo". One of the first quality lines of today, it is created by Mae Meighen. "Nemo" of course, is by one of Canada's best manufacturers of foundation garments and enjoys a top reputation in its field.

Complete Line of Lingerie, Hosiery and Housecoats

"Nemo" Be-Have Corsetette \$25 (100) Briefer \$17.50

800 FORT, at Quadra

Mae Meighen CORSET SPECIALTY SHOP

PHONE 5-8214

1858 a Century to Celebrate 1958



Discover beautiful British Columbia this Centennial year!



Tour Vancouver Island and the Sunshine Coast - explore your Pacific frontier!

See the Parliament Buildings, Butchart Gardens, Thunderbird Park in Victoria. Head up Island to friendly rivers, fabulous fishing spots at Parkville, Quilich Beach, Campbell River. Take steamer trips up the B.C. coast!



Vacation in Vancouver and tour the Fraser Valley, too!

Take in Vancouver's beautiful beaches, parks and playgrounds. Enjoy "Theatre Under The Stars", Chinatown, shopping, charlitz, hiking. In the Fraser Valley, see the hot springs at Harrison, the Fair at Chilliwack.



Come to the Kootenays for the grandeur and the glories of an unspoiled vacationland!

Hunt and fish amid snow-capped mountains, lakes and streams. Take your pick of picnic and camp sites, hotels and motels. Explore Kootenay National Park, enjoy pageants and plays, barbecues and bonapita from Trail to Golden!



Enjoy every adventure under the sun in the Okanagan and South Central B.C.!

Thrill to scenic splendors from roaring river canyons to blossom-carpeted valleys. Fish lovely lakes - relax on white-sand beaches. And have the time of your life at special Centennial parties in every city, town and village you visit!



Roam the romantic Cariboo

and see the West as it was! See old coaches, old trail hotels and old-timers in a setting of rolling range and alpine. Stay in hotels, motels, dude ranches and real ranches. And have fun at picnics and picnics, fairs and rodeos wherever you go in B.C.'s romantic Old West!



Take a trip to the future - head north to Peace River and the Totem Route!

In this last frontier of mighty mountains, forests, plains and waterways, see the names in the news - Dawson Creek, Fort St. John, Burns Lake, Prince Rupert. And enjoy Canada's finest hunting and fishing, as well as salmon barbecues, canoe races, Indian ceremonies!

Wherever you go on your British Columbia Centennial Year vacation, special ceremonies and celebrations have been planned for your added pleasure! Check with the newspaper at the nearest programme of events is very part of the Provincial B.C. CENTENNIAL COMMITTEE

Victoria Always in Mourning

Four places in the world suffered more blows from the cruel sea than did Victoria from its flooding up until 40 years ago.

Some of the tragedies were shocking and one, the loss of the warship *Essex* in 1873, ranked as the worst marine disaster up until the turn of the century. Over 300 lives were lost when the vessel sank that night after a collision with the tug *Black 2788*. It was a common sight on the streets of the city and along the wharf from the deserted boats as was the custom at that time.

The city went from one disaster to another. The reason for this was the importance of Victoria, not only as a major seaport on the coast but as the headquarters for many companies, which means, its services here. Another disaster occurred as a result of the heavy weather on the day here from San Francisco on

July 20, 1893. There were only 30 survivors out of 240.

On a severe night during the winter of 1893, three ships were wrecked and lost without trace in a storm off the coast. They were the *Essex*, *Essex*, *Essex*, and *Essex*. The *Essex* was a steamship, the *Essex* was a sailing ship, and the *Essex* was a sailing ship.

The *Essex* was a steamship, the *Essex* was a sailing ship, and the *Essex* was a sailing ship. The *Essex* was a steamship, the *Essex* was a sailing ship, and the *Essex* was a sailing ship.

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aboard for Victoria from San Francisco who were rescued by a ship after the *Essex* (Cape Flattery). She was off the coast and drifted up on a rocky shore off the coast. There were no survivors and it was believed that she would remain on the beach high tide on Jan. 23, 1906.

Next day a heavy wind

gave to the ship a strong push to the shore. The ship was broken up and the passengers were rescued. The ship was broken up and the passengers were rescued.

The ship was broken up and the passengers were rescued. The ship was broken up and the passengers were rescued. The ship was broken up and the passengers were rescued.

to leave before each morning, following arrival of the boat from Victoria.

The ship was broken up and the passengers were rescued. The ship was broken up and the passengers were rescued. The ship was broken up and the passengers were rescued.

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Part of Victoria's sailing fleet awaiting word to hunt.

Quest for Seals Cost Many Lives

During the 1800's the sealing industry began in a serious way in British Columbia. Great seal herds were discovered, coming from the coast of Alaska, and in the Pacific.

They made landfall on the coast of British Columbia and in the Gulf of Alaska. They made landfall on the coast of British Columbia and in the Gulf of Alaska.

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the *Essex* required in a gain in April. All hands lost 1893, in 1893. May 1913, the *Essex* was lost from Victoria for the *Essex* in January 18. Not heard from since. All hands lost.

1893, the *Essex* was lost from Victoria for the *Essex* in January 18. Not heard from since. All hands lost.

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A CENTURY OF SERVICE TO BRITISH COLUMBIA

In this Centennial Year we celebrate our 97th year of supplying the basic equipment to B.C.'s great growth industries

From windjammers to modern destroyers—from manhole covers to pressure vessels and heat exchangers for oil refineries, this is the story of the progress of Victoria Machinery Depot over the past 97 years . . . a growth that has closely paralleled that of British Columbia.

We join with the people of this great province in celebrating the Centenary and look forward with confidence to a further hundred years of equal progress and prosperity.



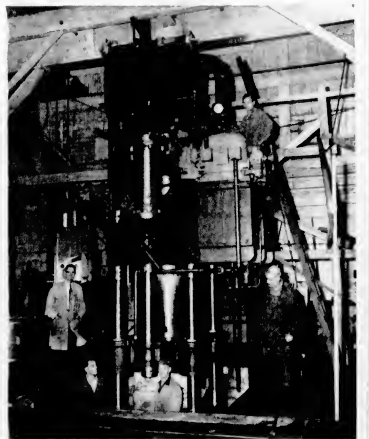
1905—Furthest sailing ship Crown of Germany on V.M.D. marine railway undergoing trials after voyage from Liverpool in 1903.



1890-1897—Several steam and side wheelers were built for the Fraser and Yukon Rivers in this period, by the Victoria Machinery Depot.



1943—10,000-ton cargo vessel, Ss. Camou, one of 20 cargo vessels built by Victoria Machinery Depot during the Second World War.



1957—1,000-ton pulp rolling press one of which have been supplied to the pulp industry in British Columbia and Alberta.



1957—Pulp digester made from 2 1/2 inch thick steel and plate.



1958—Presently outfitting destroyer escort vessel for Canada's Navy, H.M.C.S. Terra Nova.

VMD

VICTORIA MACHINERY DEPOT CO. LTD.

General Engineering - Ship Builders
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Steel, Iron and Brass Founders

Head Office: Victoria, B.C.

Branches: Nanaimo, B.C. - Vancouver, B.C.,
Calgary, Alberta



Coast Indian Tribes were rich fur. 1. Tlingit, 2. Haida, 3. Tsimshian, 4. Kwakwaka, 5. Salish, 6. Nootka.



The Indians developed a highly individual type of art that has lasted to this very day and is recognized with the North Pacific Coast.



Carl James Cook at Nootka, 1781. Publication in 1784 of the account of Cook's expedition around the world for trade.



Capt. George Vancouver's 3 ships, HMS Discovery and Chatham, cruised the coast in 1792, making many places known today by the same names.



Emily Carr's exclusive trading rights. After the death of her husband in 1870 she was awarded part of the Fraser River.



HBC Charter granted company sole right to trade with the Indians in huge, unorganized, west.



Map of the Pacific Northwest Coast, North West Co. explored in B.C. 1781 to 1782.



Alexander Macdonald, first white man north of Mexico to land party across North America and one Pacific in 1781.



David Thompson followed the turbulent Columbia to its mouth in 1811. Much of this great geographer's work has been overlooked.



Simon Fraser followed the Fraser River from Fort George, south he was stopped by hostile Indians about a mile from its mouth.



George Simpson, HBC Governor, 1821, went west to strengthen and organization of west, Pacific slope.



St. Beaver, HBC ship first steamer on north Pacific, was symbol of fair dealing to Indians and of civilization to whites.



Ft. Victoria, established in 1843, opened Strait of Juan de Fuca and Fraser River to British shipping, an important factor in negotiations with the U.S.A. in that over the international boundary.



Hudson's Bay Company.

INCORPORATED 22ND MAY 1670.



Nanaimo, British, with aboriginal, built by HBC in 1843 to protect coal mining interests.



HBC's ship arrived in Victoria in 1853 to relieve old Beaver of some of her work.



Craigflower Inn, built in 1853 by St. Macdonald, built of HBC's, Fraser Sound Agricultural Co. in 1858. In use today.



Pagan School, built in 1853 by the Pagan School Agricultural Co., farming subsidiary of HBC's in Victoria, Ariz. in the oldest schoolhouse west of the Great Lakes. Today it is a museum.



Fort Langley, birthplace of colony of B.C. in 1868, was built in 1847 by James McMillan, an HBC Chief Factor, to trade with Indians of Georgia Strait.



Proclamation of 1763, which gave the Hudson's Bay Company the right to trade with the Indians in the Northwest.



Proclamation of colony and administering of south coast in 1763 at Fort Langley. Now, 1858.



Judge Matthew Baillie Begbie, pioneer judge of B.C. ruled the Cariboo fairly and with an iron hand.



The Gold Rush was on in 1858 and over 30,000 adventurers from all over the world were attracted and stopped at HBC posts.



Slack, much similar to famous Yale, in Vancouver coast helped open up interior during Gold Rush in 1864.



Present HBC place in Victoria with a tradition of 155 years continuous service to Victoria.

British Columbia was born where men of the Hudson's Bay Company had cradled civilization. We hope to serve as well in the future.

HBC ESTABLISHMENTS IN B.C., 1958

RETAIL STORES:

- Vancouver
- Victoria
- Prince George
- Trail
- Kimberley

Wholesale:

- Victoria
- Prince George
- Trail
- Kimberley

Post Office:

- Victoria
- Prince George
- Trail
- Kimberley

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Post Office:

- Victoria
- Prince George
- Trail
- Kimberley

Yesterday... WILDERNESS

Today... EXPANSION

Tomorrow... CHALLENGE



1858

January 1

Population:	
Colony of Vancouver Island	550
Mainland	250
Forts	11
Settlements	7
November 19	
Colony of Vancouver Island	3,000
Colony of British Columbia	3,500



1958

Population	1,525,000
35 cities—2 towns—31 districts—53 villages	
Labor force	500,000
Motor vehicles	505,000
Gasoline consumption (gals.)	300,000,000
Personal income	\$2,526,000,000
Manufacturing	\$1,985,000,000
Retail sales	\$1,645,000,000

Cheques cashed	\$17,000,000,000
Foreign trade, exports	\$860,000,000
Imports	\$510,000,000
Construction	\$1,400,000,000
Agriculture (cash income)	\$118,000,000
Fishing (market value)	\$80,000,000
Mining (gross value)	\$171,000,000
Lumber sold (feet)	5,676,000,000
Hydro power (h.p.)	2,668,000

2058

Population:	
Mainland	20,000,000
Vancouver Island	4,000,000
Hydro power (h.p.)	23,268,000
Atomic power	?????
H-power	?????
Solar power	?????

10 cities, each with population of over 100,000, north of Prince Rupert and Prince George?
Our seaport as big as present-day Vancouver, near Alaskan boundary?
Vancouver's city limits reach to Hope?
Victoria's city limits take in Goldstream and Sooke?
No surface ships?

ROYAL VISITS TO B.C. SPAN 75 YEARS

Princess Margaret's arrival in Victoria marks another high point in a 75-year history of royal visits to this western end of yesterday's Empire and today's Commonwealth.

This community has welcomed with cheer and hospitality the many royal visits in person and in picture.

A chronological list includes:
1882 The crown prince of Britain, Prince of Wales, came to the first of his visits to the Queen Victoria Hotel, which was then the Victoria Hotel. He was accompanied by his wife, Princess Louise, and his children, Prince Arthur and Prince George. The Prince of Wales was the first royal to visit the city.

Evergreen Arches
Thousands of Victorians turned out to greet the Prince of Wales. The road to the hotel was lined with evergreen arches. The Prince of Wales was the first royal to visit the city.

The date was Sept. 15, 1882. His Royal Highness, Prince Arthur, Duke of Connaught and Strathearn, was the first royal to visit the city. He was accompanied by his wife, Princess Louise, and his children, Prince Arthur and Prince George. The Prince of Wales was the first royal to visit the city.

First Her's Visit
The first visit of a British monarch to the city was that of Queen Victoria. She visited the city in 1882. She was accompanied by her husband, Prince Albert, and their children, Prince Arthur and Prince George. The Prince of Wales was the first royal to visit the city.

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KING GEORGE VI AND QUEEN ELIZABETH LEAVING VICTORIA IN 1939.

The royal party arrived Sept. 20 and stayed at the Empress Hotel. The Prince of Wales was the first royal to visit the city.

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KING GEORGE VI AND QUEEN ELIZABETH HERE IN 1951.

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- ★ Compact in size, yet roomy inside, with ample luggage space. Economical to operate

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★ ZODIAC
★ ANGLIA
★ CONSUL
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THERE'S A BRITISH-BUILT FORD TO SUIT YOUR TASTE AND BUDGET

KEY TO B.C. WEALTH

Vast Untapped Hydro Reserve

Water holds the key to British Columbia's future industrial greatness.

needed in the development of any country and in this regard, British Columbia is a land of vast untapped mountain, crystal clear lakes and gushing rivers—a vast potential of undeveloped power from its water sources.

Despite a tremendous increase in hydro development since the end of the second World War, B.C. is still in the second century with the surface of its power resources scarcely scratched.

Today, slightly less than 3,000,000 horsepower is generated by hydro electric plants throughout the province—sufficient for present needs but only about a quarter of the power that may be available by 1975 if in the industrial expansion of the province, increases as expected, during the next 17 years.

Hydro Power First Used 110 Years Ago

Utilization of water power began in B.C. almost 110 years ago when the Hudson's Bay Company built a sawmill on Mill Stream at Pelican Bridge at the head of Englishman's River. A millwright, brought from England to install the plant, assembled to gold fever and left for California before he had finished the job. Another man, hired in England, returned with machinery and brought it with him to the Crowsnest Valley of Vancouver Island. A fire hose, a wheel, a counter, saving lumber on November 18, 1848.

Another 50 years was to pass before the first hydro electric plant was built in B.C.

Historians differ as to which plant was the first among the several which went into operation long before the turn of the century. There was the small hydro electric plant which gave light to the now-dormant town of Sandon in the Slocan area. About the same time the Nelson Electric Light Company put in a small, 15-horsepower plant at Nelson, while, 45 miles away at Kaslo, the Kootenay Electric Company built a larger one diverting dam on Kaslo Creek and put in a 20-horsepower horizontal turbine.

Served Smelter

One thing is certain, however. The Slocan had the first hydro electric plant in B.C. to generate more than 1,000 horsepower when the Lower Bonington Falls plant of the West Kootenay Power and Light Company went into operation in 1907.

Built by an enterprising youngster, Leroy Campbell, who was only 22 at the time, the plant served the smelter erected on the banks of the Columbia two years earlier. Today, 50 years later, four dams and generating stations develop 229,000 horsepower from a total head of 765 feet.

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First Electrical Street Light in Victoria

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From the turn of the century onwards, especially in the early years of the growth of hydro electric power, the use of plastic, large and small, appearing everywhere throughout the province.

One of the most important developments at the time was the Puntledge River plant built by Canadian Electric Ltd. between 1911 and 1913 to replace industrial units at Puntledge.

In the same year the B.C. Electric Company was formed and among the first plans undertaken was the construction of a hydro plant at Goldstream to supplement major power generation.

The plant, which was built on the Goldstream River, completed two Pelton impulse water wheels, generating of three dams in storage basins and a balancing reservoir which provides 2,000 feet in diameter and 100 feet in length.

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Moon Came, Lights Out; Early Citizens Shocked

Victoria had the first electric lighting service on a utility basis anywhere in Western Canada when the late Robert Burns McNecking, after leaving the city, with three other lights in 1883.

In December of that year the lights were turned on and for more than a month were the talk of the town. Then one night the lights flickered on which resulted in the

"Victoria was plunged into darkness last night when the dynamo which ran the local plant went in and out of order. A tripper was sent down to the pond where the dynamo is situated and asked the reason for the sudden closing down. Mr. McNecking replied the dynamo was up and, therefore, no electric light was necessary."

Apparently Mr. McNecking did not believe in wasting taxpayers' money when there was plenty of free moonlight for the asking.

The B.C. Power Commission, a Crown corporation owned by the people of B.C., was established in 1965 and since then it has been providing power to the new developments in the province.

In its first year of operation the commission has 13,275 customers who today is serving over 1,000,000 horsepower.

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Established 1917

CANADA'S FINEST WOOLLEN SHOP FOR MEN AND WOMEN

GEORGE STRAITH

LIMITED 921-GOVERNMENT STREET

Victoria, British Columbia

1858

Highway travel was rough, unreliable, hazardous and infrequent

By the time of the first world war, there was a need for power in the development of any country and in this regard, British Columbia is a land of vast untapped mountain, crystal clear lakes and gushing rivers—a vast potential of undeveloped power from its water sources.

Despite a tremendous increase in hydro development since the end of the second World War, B.C. is still in the second century with the surface of its power resources scarcely scratched.

Today, slightly less than 3,000,000 horsepower is generated by hydro electric plants throughout the province—sufficient for present needs but only about a quarter of the power that may be available by 1975 if in the industrial expansion of the province, increases as expected, during the next 17 years.

Hydro Power First Used 110 Years Ago

Utilization of water power began in B.C. almost 110 years ago when the Hudson's Bay Company built a sawmill on Mill Stream at Pelican Bridge at the head of Englishman's River. A millwright, brought from England to install the plant, assembled to gold fever and left for California before he had finished the job. Another man, hired in England, returned with machinery and brought it with him to the Crowsnest Valley of Vancouver Island. A fire hose, a wheel, a counter, saving lumber on November 18, 1848.

Another 50 years was to pass before the first hydro electric plant was built in B.C.

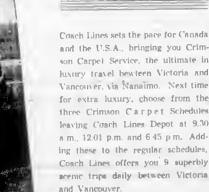
Historians differ as to which plant was the first among the several which went into operation long before the turn of the century. There was the small hydro electric plant which gave light to the now-dormant town of Sandon in the Slocan area. About the same time the Nelson Electric Light Company put in a small, 15-horsepower plant at Nelson, while, 45 miles away at Kaslo, the Kootenay Electric Company built a larger one diverting dam on Kaslo Creek and put in a 20-horsepower horizontal turbine.

Served Smelter

One thing is certain, however. The Slocan had the first hydro electric plant in B.C. to generate more than 1,000 horsepower when the Lower Bonington Falls plant of the West Kootenay Power and Light Company went into operation in 1907.

Built by an enterprising youngster, Leroy Campbell, who was only 22 at the time, the plant served the smelter erected on the banks of the Columbia two years earlier. Today, 50 years later, four dams and generating stations develop 229,000 horsepower from a total head of 765 feet.

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The most important and successful real estate agency in British Columbia has been the British Columbia Land & Investment Agency Limited, with offices at the corner of Government and Douglas Streets. It was established in 1863 and since that time has been one of the oldest and most successful of its kind in this and abroad.

Its success has been due to the fine leadership given by the men who have directed its affairs in Victoria. In the histories of the Dominion who have their headquarters in Victoria, England.

In 1863, the careers of A. W. Humphries and R. H. Shanks, former managers, and Denis G. D. Humphries, former manager, are well known in Victoria. Today, with Mr. Shanks as president of the parent Board of Directors, the company is now directed by a group of young aggressive business men from the West Coast. These include Mr. Humphries, as Chairman, Mr. H. Shanks, as President, Mr. R. H. Shanks, as Vice-President, Mr. R. H. Shanks, as Secretary, and Mr. R. H. Shanks, as Secretary.

The old office has been situated at considerable cost, on a small plot from London. Investors of the company were vitally impressed by the results of the sale of the Victoria office and the subsequent sale of the Victoria office. This led to the opening of the Victoria office and the subsequent sale of the Victoria office.

There has been a habit of making the records and accounts of the company at the corner of Government and Douglas Streets. It was established in 1863 and since that time has been one of the oldest and most successful of its kind in this and abroad.

Canadian Fire Insurance Company and the Western Canadian Insurance Company. The Western Canadian Insurance Company was established in 1863 and since that time has been one of the oldest and most successful of its kind in this and abroad.

The company has been successful in the sale of the Victoria office and the subsequent sale of the Victoria office. It was established in 1863 and since that time has been one of the oldest and most successful of its kind in this and abroad.

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GOLD NOT ONLY FACTOR

Coal Played Big Part In B.C.'s Growth

British Columbia was born and a mining boom. More than any other industry, mining has contributed most to the spread of settlement, the growth of local industry and the knowledge of B.C.'s geography and natural resources.

The discovery of gold led to the extension of the federal government powers to the province of Vancouver Island. It was the discovery of coal that brought the first industrial workers to this province and it was the discovery of gold on the Fraser River a century ago that resulted in the birth of B.C.

These discoveries created the need for roads and rail to carry resources throughout the province, led to the extension of sources of mines and towns and brought thousands of people to the Pacific Coast. In the early days it was the prospectors with gold and silver, coming the province looking for rich areas, who started the development in the mining industry. Today prospecting still goes on but the pick and shovel have been replaced by diamond drills.

Coal Bought for Next to Nothing

A lot of this coal, including gifts to the Indian tribes, was less than four shillings a ton. Three years later, in 1858, poor-people came into the province, being the first ones mainly ever to be established in B.C. for the purpose of exploring mineral resources. Governor James Douglas stated: "We propose, by force and establishment in this country, to open a new branch of trade, by working these holes and supplying the rapidly increasing demand for coal on this coast... a host of miners are coming out from England... under a wise direction the road works are to be carried on."

Within two years, however, a much better grade of coal was discovered, about 200 miles to the south in what is now Nanaimo Harbour. As river first was established and the white miners were transferred to the new mines at Port Nanaimo.

The first shipment of 400 tons.

New Developments Awaited Railway

The population of the province was steadily growing but further land province and expansion of the economy was to await two things—the coming of the transcontinental railroad and shortly afterwards, the development of the kootenay and Boundary Rivers. These two rivers and the Crow's Nest Pass coal fields.

In the last decade of the 19th century transportation and mining were largely mutually dependent industries. Mining could not develop past the stage of shipping low-grade ores that could withstand the loss of more primitive methods of haulage. It was difficult to get heavy machinery to the mine sites. On the other hand, railroad construction was definitely unprofitable until there were sufficient quantities of material available for shipment.

Once again it was the discovery of silver which brought the first prospectors to the area and with the opening of the equipment the site of Nelson was born, not only as a mining centre but also as a distributing point for the surrounding area.

Silver Discovered

In 1887 two brothers named Reid made their way along the west arm of Kootenay Lake and while engaged in prospecting stumbled on a ledge of silver-bearing ore. This became the Silver King mine from which, two years later, a 40-ton shipment produced 15,000 ounces of silver.

News of this discovery brought many miners to the area and with the opening of the equipment the site of Nelson was born, not only as a mining centre but also as a distributing point for the surrounding area.

With increased transportation facilities, prospectors began pouring into the Kootenay and the mountains in the area broke out in a rash of mines, principally silver and copper.

By the beginning of 1902 there were more than 140 claims in the Shuswap valley. Although many were narrow veins, the prevailing price for the metal was high. This led to a rash of speculative ventures for a short time. Mining men and villagers sprang into residence and, Kootenay, Shuswap, Penticton, and other towns began to spring overnight.

With the discovery and development of more mines in



REAL HORSEPOWER... HAULED ORE FROM MINES TO THE RAILWAY

Crow's Nest and Cranberry led to the extension of the transcontinental railway in 1908 to Robert Hudson. These mines were the first in the province to produce coal. Prior to 1908 for Nanaimo-Willington Island and the Cowichan Peninsula where the Indians had used the only coal producing area in B.C. and even after mining began in the Crow's Nest Pass they continued to thrive on the beach.

The mining methods were changed. Coal was shipped by adze and saw and, as a result, in 1940 it was estimated that the Indians had used the coal for more than 100 years. It was not until a few days by rail in 1908 that the British naval vessel Cormorant was able to load the coal in three days, simply by lowering it from the forecastle and having it filled into a hopper which the coal out to the ship in their owners.

Coal was made in 1915 and some six months later the first shipment was sent to San Francisco where it sold for \$2 a ton.

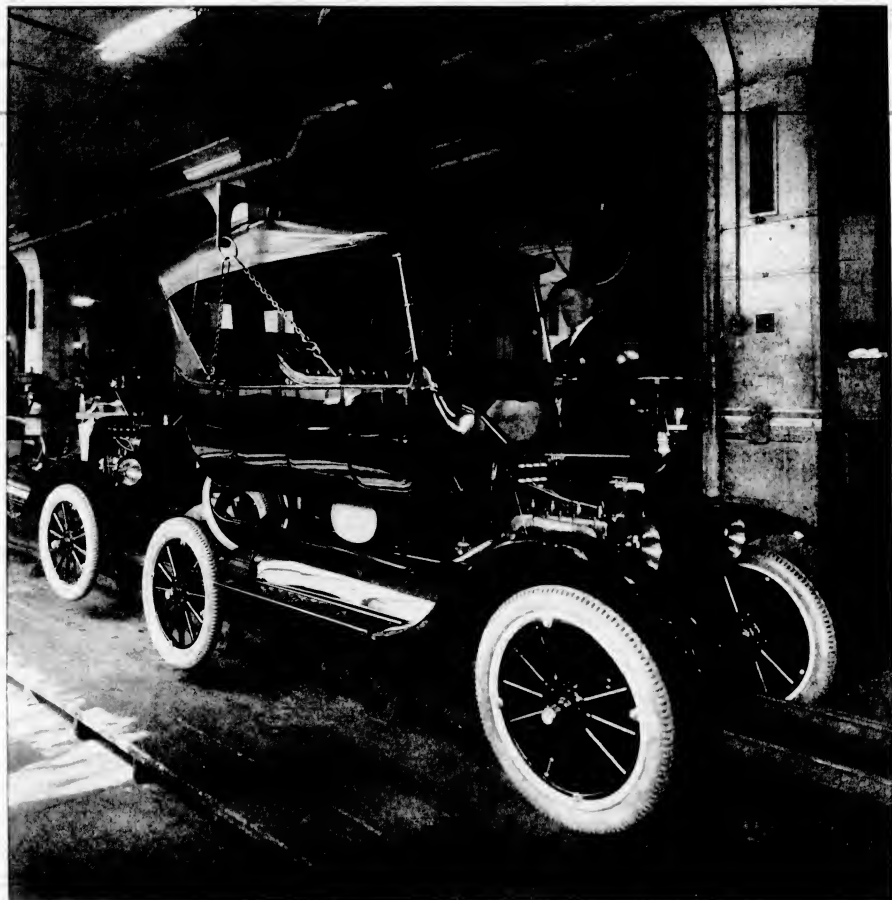
In the first five years the province in mining was on gold—first in the Queen Charlotte Islands and then in the Columbia and Thompson Rivers but mining did not prosper until the late 1920s. The story of gold in the province is three parts. The first was the discovery of the eight veins of mineral gold in the Crow's Nest Pass. The second was the discovery of the eight veins of mineral gold in the Crow's Nest Pass. The third was the discovery of the eight veins of mineral gold in the Crow's Nest Pass.

There was no lack of market for the products of the new mines. The demand for coke, not only in the Kootenay and Boundary Rivers but also at those in Montana and Washington. Between 1900 and 1905 the province paid out nearly \$1,500,000 in dividends.

Another coal producing area that had been prominent before 1900 was the

province, most of the principal, brought the British Columbia mine in 1908.

The depression, which cut mining activity in the West, stimulated the search for gold. This was followed by a sharp drop in the price of gold. The price of gold in 1908 was \$100 a ton. The price of gold in 1909 was \$100 a ton. The price of gold in 1910 was \$100 a ton. The price of gold in 1911 was \$100 a ton. The price of gold in 1912 was \$100 a ton. The price of gold in 1913 was \$100 a ton. The price of gold in 1914 was \$100 a ton. The price of gold in 1915 was \$100 a ton. The price of gold in 1916 was \$100 a ton. The price of gold in 1917 was \$100 a ton. The price of gold in 1918 was \$100 a ton. The price of gold in 1919 was \$100 a ton. The price of gold in 1920 was \$100 a ton. The price of gold in 1921 was \$100 a ton. The price of gold in 1922 was \$100 a ton. The price of gold in 1923 was \$100 a ton. The price of gold in 1924 was \$100 a ton. The price of gold in 1925 was \$100 a ton. The price of gold in 1926 was \$100 a ton. 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Ford pioneered modern mass production by building the beloved Model T on assembly lines such as the one shown here.

We've come a long way together . . .

Ford of Canada and British Columbia have both grown and developed since the early days of the Model T. When we first commenced operations in the Vancouver area back in 1913, British Columbia's industry, like ours, was still in its infancy.

Ford of Canada recognizes the ever-increasing importance of Canada's Pacific Coast. Today we have both a Regional Office and a Parts Depot located in South Burnaby. These facilities are

vital, for they help us keep pace with the extraordinary growth of this Province. Our Ford of Canada dealers and their thousands of customers benefit from this close attention to their motoring needs.

We, as a fifty-four-year young organization, congratulate British Columbia on its Centennial Year. We've come a long way . . . and we look forward to travelling many more miles together on the Canadian road.

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FORD • THUNDERBIRD • METEOR • EDSEL • MERCURY • LINCOLN • CONTINENTAL MARK III • FORD-BRITISH • FORD TRUCKS
 MERCURY TRUCKS • FORD AND FORDSON MAJOR TRACTORS AND EQUIPMENT • FORD DIESEL INDUSTRIAL ENGINES

History of legislative buildings in Victoria dates back nearly the full century.

First version of legislative chambers and others, the famous "Birdcages" was built in 1851, one year after the date from which B.C. is reckoning its first century of progress.

period from 1866 when the colonies of Vancouver Island and mainland British Columbia were united and the capital moved to New Westminster and 1868 when it was moved back to Victoria to join the mid-Borduguese period rat locustate word for new 2000 voices.

The Ritzes got two pairs from their strange parents. The apparently adult, overbearing, heavy style of construction popular in the pioneer west where first immigrants were also builders of the bungalow plan.

Five of the original fifteen lined parakeets were built at a cost of some \$200,000 in heavy machinery at that date and originally met by the Hudson's Bay Company.

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The first group of speakers consisted of what
 I call the "mainstream" independent Members,
 who are in the center of the room, and
 second, to the right is the large Colonial
 Building. To the left are the Government
 Assembly and the Legislative
 Assembly, and to the right are the Supreme Court and
 Treasury and Assessor.

[illegible][illegible]

Worth Over \$3,000,000

This wing houses the provincial library of 250,000 volumes and the provincial archives, a vast collection of 60,000 books, pamphlets and newspapers relating to the Pacific Northwest, which is valued at more than \$300,000.

Major alterations at Princeton's prominent meetings were made to help visitors and leaders returning from the 1980s. The new design was a result of the work of the late F. M. Rutter, who had been a member of the Princeton team from Leeds, England.

George H. perfection of the design is a result of his design for the remains of the central bank and the top of the tower.

the 1990s. In addition, there has been a significant increase in demand for housing, and the capital moved to East Vietnam. Vietnamese guides through the 1990s season of the Hoa Hai in Vietnam, the Hoa Hai contribution of the new legal private buildings in Vietnam.

Nearly 51,000,000 were had to be found before the job was done. The result has been what

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Figure 20 shows that the H^+ ion is not the only one that can be detected by the probe. The probe can also detect the presence of H_2 ions, which are produced by the dissociation of H_2 molecules.

The big reason the Peking lab building across Government Street from the legislative grounds has helped take care of the overflow

But the famous nationalists that have so often made one's stomach ache are con-

the opening ceremonies of the fifth session of the National People's Congress.

by night as by day, may see the making the outlines of common government structures.

A six-month plan of construction of at least 10 major state buildings in the future, set for a 10-year period, covering the expenditure of 600,000 and the

1990



FRANCIS H. A. NORTON
General Manager

Established in 1912 as Northwestern Creamery, the firm's real beginning dates back to 1902 when its founder, Francis H. A. Norton, became actively engaged in dairying. In the years that followed, the organization grew and expanded to become Vancouver Island's leading processor of quality dairy products. Today there are 130 employees in the firm, efficiently conducting the operations of its various departments. The four men here represented have combined service and experience in the dairy industry of 150 years.

Modern Plant and Efficient Personnel
Ensure High Standard of
Northwestern Dairy Products!

Each department is keyed to processing dairy products of the highest quality for Northwestern customers. A Quality Control Lab, with a fully qualified bacteriologist, maintains the high standard of each product. High-Temperature Short-Time Pasteurizer works in conjunction with Ammonia Compressors which produce refrigeration with the equivalent of 65 tons of ice daily.



F. H. A. NORTON JR.
Assistant Manager



A. E. TRIMBLE
General Sales Manager



I R FULLER
Sales Mgr., Velvet Ice Cream

Northwestern Milk and Velvet Ice Cream are produced under strictest sanitary conditions provided by the finest scientific dairy equipment-obtainable.

We Invite You to Visit Our Modern Plant at Any Time

A large fleet of immaculate delivery vehicles is manned by courteous driver-salesmen, covering all districts. Quality Northwestern products are available to all householders in the Greater Victoria area. Deliveries are made daily, except Wednesday and Sunday, of locally produced top quality milk, cream and dairy products.

Made by Northwestern Creamery

This year, as in each consecutive year to date, Northwestern's Velvet Ice Cream has won the top award in U.S.-Canadian competition. Judging was based on QUALITY, FINE FLAVOR and EXCELLENCE OF TEXTURE.

Brighten Your Meals
Always

**TRY OUR FEATURE
FLAVOR FOR JULY**

Velvet

"Lemon Chiffon"

Insist on Velvet when you ask for Victoria's
own Ice Cream at your favorite store.

NORTHWESTERN CREAMERY LIMITED
1015 YATES STREET PHONE 3-714



Cricket Only Sport Here 100 Years Old

By DOUG PEDEN

Sport has always played an important part in the lives of British Columbians and even before B.C.'s birth, in 1868, residents of the new land were finding time for athletic competition.

Cricket was the most popular sport of the early decades and in 1869 Capt. W. Chapman Green brought a full set of equipment to Port Victoria from England and played his services as a batsman.

The Victoria Cricket Club, first sports organization in the Pacific Northwest, was formed a few years later and among its members in the summer of 1924 was a team from 1924.

This year, most of the old sport which still remains.

J.B.A.A. OLDEST SPORTS BODY

There is a record of a group of heavy Victorians playing a Royal Navy rugby team at Esplanade Gardens Field in 1858, and the sport found a permanent home after the formation in Feb. 3, 1861, of the James Bay Athletic Association—now the precursor of active sports organizations.

The J.B.A.A. formed principally as a rowing club by Dan O'Neil and W. Scott, quickly branched out into other sports and has played a major part

in the development of B.C.'s finest athletes. A number of other sports were organized during the 1860's, but for many years the biggest sports events gathered at Victoria's public and outdoor grounds in May 24.

As communications improved, interest in sports increased, and the 25 years history book and nature of the Victoria Cricket Club was formed. Vancouver received the first team of cricketers in a meet run in 1869.

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for the Patrick brothers, Lester and Frank. Although Alexander McLeod, a professional hockey player, was not natural in the arena at Langford, in 1913, it was through Patrick and his sons who brought the first hockey to the province and built Canada's first artificial ice arena in Vancouver and

promoted hockey has captured a host of national and international honors.

It may be many years before anyone equals or even approaches the accomplishments of Lester James McLeod, former Delta Union, Victoria, Toth's Press, tennis star Dr. Jack Wright and basketball Norm Baker—each won Canada's outstanding performance of the first 50 years of the 20th century in his chosen sport—Olympic champion Percy Williams and four-time Olympic champion Doug Jones, and World War II, holder of a world swimming record.

Not only athletes, but Slusher Cup hockey players, the muscle man Don Rogers, Regie Bannister and John Lattin, and the courageous founding of numerous sports in the 1931 British Empire Games at Vancouver, 1954, the Grey Cup football stadium at Vancouver the following year, he was again.

HOCKEY

Hockey has been a prominent contributor to B.C.'s sports history book and nature of the Victoria Cricket Club was formed. Vancouver received the first team of cricketers in a meet run in 1869.

1858 100 Years of Progress 1958
Centennial
Greetings from the
Royal Oak Shopping Centre



DOUG CROSBY, Pharmacist
We are grateful for the increasing patronage which we are enjoying from so many who pass this busy corridor. We are confident in the future of this district and hope to serve you in the years which lie ahead.
Complete Prescription Service
ROYAL OAK PHARMACY
9 a.m. - 9 p.m.
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GREATEST ATHLETES IN FIRST HALF OF 20TH CENTURY



Tommy Peters... Cycling, Norm Baker... Basketball, Jimmy McLaren... Boxing, Dave Turner... Baseball

Lester and St. Gertrude led the Millers to an 8-1 win over the \$175,000 in 1931.

Although Victoria in 1931 was the first B.C. city to win the world professional championship, Vancouver was the first to capture the Stanley Cup in 1931.

The Stanley Cup came back to the west coast in 1932 when the Cougars defeated Montreal Canadiens at Victoria. But B.C. bowed out of the major league play in 1936 when Victoria lost to St. Louis in the cup final at Montreal and WFL team were purchased by the NHL.

Minor professional hockey continued on the coast but Victoria was without a team after its arena burned to the ground in November, 1935.

The Amateur Pacific Coast Hockey League, limited to Victoria and Seattle, minor club play was organized in 1945 and it became a full time professional league in 1948.

Victorian League teams were sold to the National Hockey League for \$100,000 in 1948. Lester moved to New York to serve as coach and general manager of the Rangers and later Vancouver of the Montreal Canadiens. Frank became an executive with Boston Bruins and later an official of the NHL.

Lester's Victoria team, Lester and Murray, have become international sports figures. Lester's move to Canada's greatest all-around athlete is one of the greatest in the history of the sport and the NHL's leading scorer in 1942, Lester's move to New York, Lester's move to New York, Lester's move to New York.

Three days later Frank Patrick stepped the Vancouver team, then the largest indoor ice arena on the continent, seating 10,000 people and Newey

challenged the Amateur Cup and lost a series for the B.C. championship.

Vancouver, Lester and Kelson started an Okanagan Valley League in 1942. Around the turn of the century, Victoria was competing against teams from the State of Washington and playing before large crowds. Among the Victoria team were Jimmie Hall, Bertie Schwenker and Jack Elmer, while among the imports was Hal Chase, also some team, was the first first baseman of all time.

In 1901 Vancouver became a member of the North Western League and in 1911 Victoria played a double game. Among several major league players, Lester and Frank Patrick played for the first World War.

After a few good years, Lester stepped out of the arena in 1948. Lester stepped out of the arena in 1948. Lester stepped out of the arena in 1948.

Blaschke took over in 1911 with the signing of the famous Dutch club in the Victoria Victoria, Lester stepped out of the arena in 1948. Lester stepped out of the arena in 1948.

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Glamor Ships With \$10,000,000 Cargoes and Potentates Vanish

By -ARCHIE WILLS

British Columbia is steering into its second century without any great ships.

both, adults were emerging from the age of ravenous wings, which belted under air pressures. Today, we are in the age of metal wings, which are dependent upon air pressures to keep their slender bodies in flight.

Between these two ages there was a glorious period of lovely, warm, peaceful days not unusually fine "face-planters" in the coastal trade, which lifted British Columbia from its swaddling clothes on the river banks into a little, driving trading nation known and respected throughout the world.

The ocean liners were the ones around which the glamour shone. They steamed at the limit of their huge powerful engines across the Pacific

Packed in Steerage at \$500 a Head

In less pleasant situations, the stowaways are packed anywhere from 20 to 1500 Orientals, anxious to find for June in this hot, even at the cost of a brief stay of \$200. The same on the forward deck where the stowaway passengers were permitted to sleep when the big ships arrived at the port of Vladivostok or Vancouver. In the past, the main ships which park a secret stowaway passengers atop hidden stowaways with cargo and deck loads of lumber, black ironing, oil tanks of immense, combusting, and a stowaway's breathless wailing helplessly in and out of our waters. But by now a harbor or scan the dancing horizon, and you cannot see a white Empress or her like.

And only do we miss their
line him. But we are begin-
ning to discover that, when
coastal vessels are worn out
they are not replaced.

Why has this come about?

The second World War had
much to do with it. War al-
ways loots the treasury or
vast sums of money to de-
velop engines of death and
in this case the airplane was

Sa. Empress of Japan last and fastest of Empress fleet.

the determining factor. When the time came for the single and twin-engine planes

Bombs, Torpedoes Killed Big Ships

From planes, in cooperation with the submarine packs played havoc with our big ships. Their bombs and torpedoes, and through the

When the Dove of Peace returned to its shaky perch on our coastal coast.

Looking backwards we can see what has transpired in this once profitable and exhilarating field of steamboats. Up until the C.P.R. brought

into Port Stanley in 1986, the square-riggers handled most of the offshore trade. The business acumen of the C.P.R. exerted itself with completion

and the railroad and they decided to test trade with the Orient. They brought a couple of standard steamers from the Atlantic, the Tarrar and Abyssinia, and soon were continued

that the business was there, especially silk, which, if ships were fast enough, could be landed in New York in competition with other routes.

Better Speed Work

Victoria and Valdemar was the Empress of India, who steamed in from Yokohama on April 28, 1901. Instead, they were popular with the traveling public as they made the

The milk business fell into the lap of the Emprussians. Over the years, plants were

When the silk reached Var-

However, it was quickly transferred to an express train and on the side there the soldiers applied the train towel to wards New York. It had the first way over passing.

traps. They still talk of the
ground of less than 10 days
from Yokohama to New York.
The Pacific crossing was made
in 8 days, 10 hours and 9 min-
utes by the Empress of Ca-

Fort William Ont., after 4 hours of hard running. The 133-mile stretch from Brandon to Winnipeg was completed in

Se Empress of India, first and most beautiful of Empress line

length of 480 ft. and a cruising speed of 17 knots. They were the Empress of India, Empress of China and Empress of Japan. They were yachtlife in their own right, Japan's boats and

Silk Trade

It was natural that foreign shipping interests should cast envious eyes on this profitable business and soon ships were appearing in which were

A Shogun, the most powerful statesman, with red and blue family and green built-in integral part of our shipping history, but has disappeared from the scene. It was

From them on there was no question of which line had the fastest cutter. All speed

For Blue Funnel Line ships, which are mostly for cargo and the handling of 40-ton to 60-ton sections, were the first freight

1213, the CPR ship *Niagara* in the foreign (impelled) by construction of two new lines, the Empress of Russia and Empress of Asia. These ships

lepped over a dayoff the
sleaming time from Yako-
hama and made certain of
holding the silk trade
War intervened and both
along until she woe out in
1951 and went to the home-land.
Never again will the real
idents of coast cities be able to
enjoy the delightful scenes al-
ships remain on this plan
After that the thunder of
planes can have everything
their own way. Maybe it's j
one shall meet you.

[illegible]

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Fishing Oldest Industry

By ALIC MERRIMAN

The fishing industry can safely claim the title as British Columbia's oldest industry.

Long before the coming of the white man, the Indians were catching fish in Vancouver's inland waters. There grew primitive spears for spearing, wood and bone weapons and boats.

Indians are among the first to have fished in the waters of the province. The Indians are among the first to have fished in the waters of the province.

Indians were among the first to have fished in the waters of the province. The Indians are among the first to have fished in the waters of the province.

Indians will play a big part in the fishing industry.

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SILVER STREAM OF SALMON PORTS GOLD INTO B.C. COFFERS.

47,000 pounds of lingcod for \$50,000, \$241,000 pounds of coho and for \$27,000, 10,000 pounds of silver salmon for \$27,000, 2,700 pounds of black cut for \$10,000, 90,000 pounds of herring and salmon for \$27,000, and 117,000 pounds of other fish, including walleye, for \$75,000.

About half the marketed salmon is for men who own fish boats.

Not fishing for salmon is a big industry in British Columbia. The value of the catch is estimated to be \$100,000,000 annually and this is a continuous "cash" flow in the economy.

Today's fishing fleet is more than 100,000 vessels, equipped with the latest fishing gear, including electric sounding devices, refrigerating equipment, and a far cry from the days when the white man first joined the Indians in fishing operations off the B.C. coast.

A Tough Life

Fishermen are often and properly to sea and out. For many years, during salmon seasons these small craft sailed or were towed out in the fishing grounds on a Sunday, and left there for fish for the coming week. The fishermen are out there and out there.

Later a man's shelter was rigged over the cabin in the bow of the boat and this soon became general.

Later, fishermen took along a pitman stove and that ended the "bad" luck and left these people Superstitions appeared here and there on gillnetters and in 1925 gillnetters started the custom of pulling them in by hand over the stern of their little boats, but at last they could get out in the fishing grounds and back in the covey or nets over their own power.

Early in the 1920's live-inners began to make things easier and more profitable. A large boat, now known as the drum, was installed in the stern of gillnetters and nets were set and hauled in.

Today's fishing fleet is more than 100,000 vessels, equipped with the latest fishing gear, including electric sounding devices, refrigerating equipment, and a far cry from the days when the white man first joined the Indians in fishing operations off the B.C. coast.

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VICTORIA POLICE 100 YEARS OLD

Traffic Lights Blink Near Scene Of Hangings in Rough, Tough Days

By CECIL CLARK

Police

This is not just Centennial Year for the Victoria City police. It is a centennial year for law enforcement in Western Canada.

When Governor James Douglas appointed from among Aquinas P. Pemberton as the first salaried police officer in Vancouver Island on July 1, 1908, Pemberton's tenure as Canadian constable was a 2700 mile away, on the shores of Lake Kootenai.

Pemberton police chief Pemberton quickly recruited a superintendent, a sergeant, five constables and a jailer, and was accused for the first time, when Victoria was just being founded four years later, his police force was already on the job.

In its hundred year history, the Victoria Police have performed some strange tasks. Not arranged form of traffic duty has been one morning in May 1903, when they handled a crowd of five or six hundred Indians and while outside the scene and back police barracks on Lower Bastion Street.

Fourth Man Fell

As a result of the public attention of three deaths, occurred in the matter of the British Columbia Police.

The scaffold had been erected during night hours and, although daylight was there, evidenced more on the platform, four fell from night at the pull of a lever.

Fourth man was an onlooker in the crowd...

Others in the crowd were seen to change color.

Teddy, a clock from that place were only thing that changes were in the orderly thinking of the traffic lights.

Altogether, seven men were hanged publicly in Bastion Square last summer of '53.

Did His Duty

When Pemberton's officers first entered the law, there was a growing collection of stacks and tents, raised around the north and west side of the stockade.

It was a trail that led to James Bay around the head of a mud flat where the newly-arrived Sisters of St. Ann.

Unwashed about their, partial waders, trousers or leggings, chief prevent.

Victoria police department was free protection. There were a couple hundred in the town.



Taking the Chicken Oath

Outside the courtroom in Bastion Square, a Chinaman, kneeling, took the chicken oath. With before giving testimony. While an officer, he took a chicken, a small of wood the Chinaman was taking a chicken to give the oath. The Chinaman doesn't wear the chicken.

It may be that for the "paper" or "writing" the paper of a paper for time were five to 10 and declare that he had taken the oath and still born like the paper. The visitor watch it simpler. The witness takes a saucer and swears it. In this case Bastion Square seven men were hanged publicly in 1903.

prolonging ceremony at the Langley, on May 20, 1903. The Chief Inspector of Police and quickly set about organizing a coronal inquest on the shore of Canadian Confederation in 1971. Before the new period, and accepted by 15 years the arrival of the Northwest Mounted Police on the Prairies.

Seven police points followed the miners who pushed up the Fraser Canyon into the Caribou, into the Okanagan and finally the Kootenays. From a general constable, posted to Bastion Island in 1972, present day Vancouver force of around 900 men.

By now, dog team, came and saluted, pioneer B.C. officers battled, distance and the elements in their task of taking the ships to the far corners of the province.

Incredible are some of the stories of early-day hardship in the law enforcement field.

How, despite being shipwrecked in 1790 when Spanish ships arrived in Victoria, via Panama, and in time for the famous

where the most rugged country in Canada backgrounded

runners and coastal despatch riders. The McLean brothers and Alex Mac, caught after they are arrested, Constable Dasher, were escorted from Kamloops to New Westminster on horseback, saw a prisoner's legs shackled and his horse's belly. There was no thought of taking a train.

The CPT wouldn't be built for five years.

It was windy and dark, though the drizzle of the snow-fallen Fraser Canyon were more on seven horses slowly picked their way. At Yalla they took to canoe. River ice blocked their way at Chilliwack, and then, finished the journey by horse-drawn wagon, the exhausted prisoners lying on straw.

End of the trip across the Fraser at New West, minister ministered in B.C.'s second quadrangle hanging. Victims of the outlaws was only 15.

Chain Gangs

Early day jails took their time from the Victoria era with 12 pound leg irons riveted around the prisoners' ankles. The two long connecting links hindered up the centre and fastened to the waist bar. Prisoners were kept off with a cold chain on disheveled prison warden, kept and ate in their fetters.

Shackled prison work during milling city streets were a common feature of B.C. principal towns up to the turn of the century. Most of the work for Victoria's early streets was broken by prisoners in a row, cut at night.

COMOX TASI
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YESTERDAY'S POLICE CONSTABLE WORKED WITH A HORSE

COMOX

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LET'S ALL CELEBRATE B.C.'S 100th ANNIVERSARY BY HOLIDAYING IN B.C.

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THE CORPORATION OF THE VILLAGE OF COMOX

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THE TOWNSHIP OF ESQUIMALT JOINS IN CELEBRATING THE

BRITISH COLUMBIA CENTENNIAL

The residents of Esquimalt, whose history goes back to 1790 when Spanish ships arrived in Victoria, via Panama, and in time for the famous

Having shared in the growth and prosperity of the Province, the Municipality, incorporated in 1912, is now a progressive and thriving community, one of the nation's Pacific-Northwest. Army garrisons and training establishments, one of the world's largest graving docks, a large shipyard and other important commercial undertakings and is being rapidly developed with modern houses and the facilities required for them.

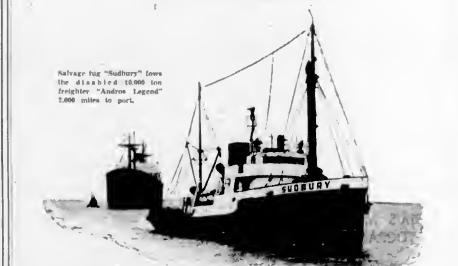
Farung on the Straits of Juan de Fuca and bounded by Esquimalt Harbour and the George Waters, not the heart of Esquimalt's attractions with its lovely terrain. It is natural scenic beauty.

Having such good reasons for celebrating the past, the residents of Esquimalt look forward in confidence to future years of happiness and prosperity with fellow residents of the Province.

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COMPLETE MARINE FACILITIES



The "Lloyd B. Gove" with the company's new freight barge "Richard Egan" en route to northern Vancouver Island.

ISLAND TUG & BARGE LTD.
VICTORIA, B.C.
Radio and Cable Address
Baths and Kitchens
VANCOUVER, B.C.

222 Burrard St. Day and Night
Phone: Victoria 1-8051



Just a Fort 100 Years Ago

When James Douglas first saw the shores of what is now Victoria he liked them. When officers of the Royal Navy saw them about the same time they liked them, too. Both Douglas and the Navy decided to make their headquarters here.

Since that time hundreds of thousands of people have looked upon these same shores and liked them. Many returned to settle; others made up their minds that when they retired they would come to Victoria and make their home.

Victoria has been called "the westernmost outpost of Empire," a little bit of old England on the shores of the

Pacific, and "the paradise of Canada." It has also been grossly mislabeled as "a cemetery," "Sleepy Hollow," "a good place to say away from," but just the same the slogan "Follow the Birds to Victoria" continues to bring flocks of people to the city.

The above picture shows the inner harbor in which the steamers move like toys. In that same basin 100 years ago the miners arrived and outfitted for their expedition to the gold fields. In those days there was little settlement around the shores of the harbor, and Fort Victoria was the badge of authority on the land directly across from the Parliament Buildings, in foreground.

British Columbia ...

a province of vigorous growth



The dynamic and vigorous growth of British Columbia has, and still requires a steady flow of new capital funds.

Through the purchase and distribution of Government, Municipal and Corporation securities, we have been actively helping in the development of British Columbia, and of Canada as a whole, for nearly seventy years.

A. E. Ames & Co.

Limited
Incorporated in Canada 1890

Real Trust Building, Victoria

Office in New York, London, England, and principal Canadian cities

What a Year of Natural Gas Has Meant to British Columbia



GREATER EMPLOYMENT ...

New industries have followed the construction of Westcoast Transmission's 450-mile natural gas pipeline. Chemical plants, sulphur plants, saw refineries, appliance manufacturing plants, and even the pipeline itself have provided hundreds of new jobs. More employment for more people in a booming British Columbia!



INCREASED PAYROLLS ...

Before the familiar blue flame reaches your home, natural gas flows through hundreds of miles of underground pipe. Over \$200 million ... dollars that entered the life stream of B.C.'s economy ... were spent bringing Fraser River gas to market. More people have been employed to manufacture, lay and connect the pipeline ... to serve and serve gas customers.



MODERN ECONOMIC LIVING ...

British Columbia families live better—thanks to modern automatic appliances and heating units which use natural gas ... nature's most efficient fuel! Natural gas is the perfect fuel ... ideal for many men household uses from heating and cooking to incineration and refrigeration!



FUTURE ELECTRICAL CAPACITY ...

Today, natural gas is being used to produce a larger part of the electricity used in western British Columbia. And the modern fuel will be used to power other electrical generation—producing additional kilowatts.



IMPROVED PRODUCTS ...

Industries, such as bakeries, creamery plants and distilleries, have adopted gas fuel stoves. The result—natural gas is the only fuel that gives instantly controllable, exact heat, which makes it possible to produce finer, more improved products.



NEW EFFICIENCY FOR INSTITUTIONS ...

More hospitals in British Columbia, like Vancouver's St. Patrick, have cut costs by converting gas to heat. Natural gas is non-polluting, burns efficiently—gives a clean, reliable service.

In just one year, natural gas has revolutionized the economy of British Columbia, providing benefits for all its people. Harnessing of this great natural resource has stimulated the search for new reserves and created new royalty revenues for the people.

Westcoast Transmission ... planners, developers and operators of the 450-mile pipeline that brings you this beneficial, modern fuel ... is proud of its contribution to the development of Canada's Pacific Coast Province.

Canada's first "Big Inch" natural gas pipeline.



WESTCOAST TRANSMISSION
COMPANY LIMITED
VANCOUVER - CALGARY

EATON'S Pays Tribute to British Columbia

truly a
Century to
Celebrate



EATON'S OF CANADA

31 stores and offices in British Columbia TO SERVE YOU BETTER

CENTENNIAL
EDITION

The Daily Colonist.

VICTORIA, BRITISH COLUMBIA, WEDNESDAY, JULY 16, 1958

THIRD
SECTION



Vast New Era of Wealth Beckons People of B.C.

By PREMIER W. A. BENNETT
and HON. JAMES H. HENNING, with NORMAN CHAMBERS.

A century from now I believe British Columbia will have a total population of 2,500,000 people housed and employed in great new cities and vast industrial settlements stretching from Skeena border.

On Vancouver Island alone there is a thriving population of 100,000, and even that may be a conservative estimate.

Already, in this Centennial year, we have moved into a new era which in 100 years of history has witnessed the growth of our unbroken wilderness, dotted over with fur trading posts, into the third largest province in the Dominion in terms of population and production.

We now have resources harnessed on a wide expansion of the west.

Challenge of North to Lead New Era

More than half the area of the province is waiting to be developed—and it will be the first to do so. As the fur traders of 180 years ago learned on the path to settlement and commerce, so will the great storehouse of the North lead us into a new era of commercial expansion.

Remember that as late as 1871 there were only 10,000 people living in British Columbia. Now we have a population of 1,500,000 and the growth in commerce and industry has made the mistake of peoples from all parts of Canada and overseas.

The resources of this province are capable of giving us the highest standard of living in the world. We have the greatest energy resources in North America and timber, forest and mineral resources. Our products are in demand all over the continent and abroad and the present government is looking for 25, 30, 40 and 50 years ahead.

Mountain Terrain, Water Storehouse

We must remember that we have a rugged mountain terrain which has ruled most of our history. It is this ruggedness which has made us a people of the mountains. It is this ruggedness which has made us a people of the mountains. It is this ruggedness which has made us a people of the mountains.

British Columbia may be regarded as a great watershed of the whole Pacific coast. All the rivers in the province, with the exception of the Fraser, Columbia, Skeena and Stikine, flow to the west. The great Pacific Ocean is the great water storehouse of the province.

Governing the development of such a country is a great responsibility. It is a responsibility which is a great responsibility. It is a responsibility which is a great responsibility. It is a responsibility which is a great responsibility.

Weekends in World's Far Corners

Class struggle is no longer a factor in our social development since the average person today is better off, clothed, housed and cared for than

any man in the world. It is a fact that the average person today is better off, clothed, housed and cared for than any man in the world.

Leaders in Many Fields Forecast What's Ahead

Today, the future affords a greater challenge than it did to any past generation.

With this thought in mind we decided that the Centennial Edition should contain some new thinking to the year that we stand, even to the extent of another century, to 2041.

We asked leaders in a number of fields of endeavor to act as special writers and give us, from their own restraint, an insight into what they foresee.

We requested, however, that in view of the high position they held they might wish to turn their imagination loose. In view of this we think they have done nobly and we trust our readers will enjoy their contributions.

progressive economic measures. Hydroelectric projects, gas, oil, and other resources, and the exploitation of the sea, and the exploitation of the sea, and the exploitation of the sea.

We have projects that will give us the framework of the North, harnessed the natural, water power and farm riches of the mighty Peace River country and its adjoining regions to the south and the west.

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MONROE, FOR B.C.—IF WENNER-GREEN ACTS

Great new plans for the Yukon in the U.S. border.

Stimulating industries to lumber, fishing, mining.

Democratic free enterprise, but no greedy monopolies.

Three different hours each family in B.C.

Two and a half to three hours, the average working day.

Gas engines replaced by motor-energy powered vehicles.

World-wide market for Canadian fruit and vegetables.

No aviation dictatorship, no fascist domination.

Now, nothing more than a few new ideas.

World government possible but B.C. identity preserved.

of their expansion, and can no longer depend on natural resources.

I am assured that the people of North America will never accept any kind of political dictatorship, nor will they be lured by any sort of materialistic expansion, a materialistic expansion, a materialistic expansion.

Yet it is true that every-one of heart wants security and the term "social security" is much abused. It is right that we should care for our people, but we should not be lured by the promise of a materialistic expansion.

The greatest problem of the day is the distribution of the world's resources. It will be resolved in the years ahead, but it is important that we should be able to handle the problem in the years ahead.

Thickly Populated

In the next 100 years we will see the northern half of this province developed to the point where it compares with the thickly populated south of the U.S. border.

Remember, the climate in what people call Northern Canada is really one of the most moderate in the world, more moderate than that of Southern Canada.

What riches await us in the north! The north is a land of opportunity, a land of opportunity, a land of opportunity.

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How to Reap Rich Harvest? Premier Says:

"Let us raise our sights above this man and the treasury and work for the golden harvest ahead of us and our children and their children."

"It is not for me to do what I wish, but for me to do what I can for the good of the people."

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ALTERNATE COLUMBIAN TO LAND WHERE B.C.'S FUTURE LIES

"That was the final word from the movement as the Technocrat movement which would have handed over the power of government to a few men of the future."

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PROUD PREMIER POINTS TO LAND WHERE B.C.'S FUTURE LIES

in this region. Every generation which has been a generation of progress, has been a generation of progress.

The men point of history are the men of the future. The men of the future are the men of the future.

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main provincial source of timber, ranging and other goods available.

With the advancement of science and new and speedier methods of canning, it is fully conceivable that these products of the forest will be available in wide export trade in the years to come.

While at present the Okanagan is producing and shipping with fruit farming and the valley is a source of food and shelter for many new settlers, the promise of many new resources, and the promise of many new resources, and the promise of many new resources.

Whereas the pessimists may say, this is the world of the children, the children of today are more fortunate than any in the whole history of humanity. People have never been so well off as they are today.

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50 PER CENT OF WOMEN MUST JOIN WORK FORCE

By SENATOR NANCY HOGGIE, L.L.D.

Someone has said that this is the century of the common man. But there are signs and portents that, in the near future, this century will be the century of the common woman.

For more than a hundred years, the century of the common man has been living through a revolution. Bloodless, perhaps—although in Great Britain much blood was shed before women attained their political rights—a revolution accompanied by toil, sweat and tears.

And now I only look back a little more than fifty years to realize that woman's whole way of living has been undergoing a great change and is

Machinery Opens Up New Fields

The invention of new machinery made it possible for women to do industrial work which had hitherto been too heavy for their strength. The invention of the typewriter and the telephone opened new fields in the business world to them.

But, it took two world wars to establish women as a force to be reckoned with in the industrial picture. The man-power shortage was an acute trial, dealt with the promptness of having to take the place of men in many industries.

In the so-called stringing job, women were given the opportunity to learn the art of the typewriter. And, they proved themselves an adaptable and efficient part of the national economy.

Since having learned the fruits of economic freedom, many of the women who held war jobs are at the prospect of returning to the task of house-making. Perhaps of this state of affairs it is to be found in the Bureau of Statistics figure showing that there is one woman for every three men in Canada's labor force and almost forty per cent of them are married.

for the more modern appliances. And, they are doing it at a steadily increasing tempo in Canada.

It is a year or so ago revealed that more than four-fifths of Canadian homes had piped water, electric washing machines and refrigerators while only per cent had cars. One out of every ten of the kitchen, under which these modern luxuries are now loaded upon as essential and familiar appliances, is in the increasing demand for labor saving appliances and improved domestic facilities.

If the women who pioneered in the early days of British Columbia, making homes and raising families under primitive conditions, could return to life for the construction of this Centenary Year, they would marvel at the almost unbelievable difference between the housewife of today and their own rugged domesticity.

The introduction of the electric iron has changed women's living habits so that she finds herself with less of leisure time on her hands. That is, indeed many of them to lift their horizons above the kitchen and enter the world of activity, even to take up community work, others to work jobs.

Easier, Costlier

Crowded with this situation is the stark economic fact that these gadgets and gimmicks are the high cost of living and, when the breadwinner wages cannot be expected to meet this demand, the housewife is forced to strive and strain, even to work in supplement the family income.

Not is there any evidence to suggest that this is a temporary situation. On the contrary, statistical analysis have predicted that in the next ten years one half of the



Half the women will join in jobs from senator to sorter.

of the housewife delinquency which is such a disturbing factor of today's behavior pattern.

That may be. But, in my opinion, the blame for this particular problem lies not so much with the working woman as it does with the general lowering of moral standards.

It is along with the apparently insatiable appetite for labor saving gadgets and gimmicks in the home, we could bring back and make fashionable some of the seemingly outmoded virtues such as self-discipline, honesty, thrift, modesty and decency—these, Canada in the next century, should justify our hopes and pride in her renaissance with grace.

Only time will prove the reality of this contention. And, with time will permit proper economy of the effect of this bloodless revolution on the home and family life. There are those who claim that woman's place is in the home and who blame the working woman for much of the social ills of today.

FIRST IN COMMONWEALTH

Senator Nancy Hoggie, Victoria's most outstanding woman leader in the last 40 years. Writer, former member and Speaker of the B.C. Legislature—first woman in the Commonwealth to occupy such a position—this woman and now, in the Canadian Senate, she has made a tremendous contribution to the achievement of women in business and public life.

The Senator Thinks...

- Next hundred years, century of working women.
- Woman's role to change under impact of new forces.
- Work once seen as something "not quite fit" for women.
- Typewriter, telephone opening up new fields.
- One woman in ten now breadwinner for family.
- Household electricity revolutionizing home life.
- New leisure modes, women look up to new horizons.
- Breadwinners can't be replaced by a robot.
- Still Name working mother for juvenile delinquency.
- Return of old-fashioned virtues needed in new era.

SERVING THE CANADIAN MOTORING PUBLIC FOR 45 YEARS



Jameson Motors was founded in 1913 by the late R. J. Jameson and originally located at Courtney and Gordon. "Service" has been our motto for 45 years, ever since the firm was established. In the early twenties, because of the pressure of business, Jameson's moved to the present location at 740 Broughton and by 1929, further expansion was indicated when the new building at 740 Broughton, which is still one of the finest showrooms in western Canada and still carrying on are many of the original staff members trained by R. J. Jameson.

In 1955, a further expansion became necessary, and the new building at Blenheim and Broughton was built to house a fine, modern showroom and efficient service station with spacious parking area.

OUR AUTOMOTIVE SERVICE IS UNEQUALLED

The most modern service station, with covered service reception center, provides a convenience which motorists appreciate. Here all forms of automotive work are performed by factory-trained mechanics... from motor tune-up to expert body and collision repairs and painting jobs. Jameson's service center is equipped to keep your car running at its best.

JAMESON MOTORS LTD.

VANCOUVER ISLAND DISTRIBUTORS FOR ROOTES GROUP PRODUCTS

Hillman ★ Sunbeam ★ Rover
Humber ★ Land Rover

VICTORIA DEALER FOR
RAMBLER

The Fastest-Expanding American-Built Cars

• OUR LINES ARE GREAT FOR '58 •

740 BROUGHTON ST.

PHONE 4-8353

1958 — B.C. CENTENNIAL YEAR

Rootes Motors Ltd.
CONGRATULATE JAMESON MOTORS LTD.

740 BROUGHTON STREET, VICTORIA, B.C.

ON BEING THEIR OLDEST DEALER AND DISTRIBUTOR IN NORTH AMERICA

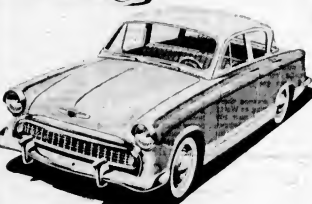
It was in 1936 that Jameson Motors joined the Rootes Motor Group as Vancouver agent. The popularity of the Hillman car has increased steadily with the years, and today it is among the foremost British built automobiles.

This year, in celebration of its 50th year, Rootes Motors introduce the 1958 "JUBILEE" Hillman which is proudly displayed at Jameson Motors in Victoria.

The "Jubilee" model outshines all others in outstanding appearance and economy, matches performance and ease of handling, convenience and superb comfort. It is destined to be B.C.'s most popular car during Centennial year.



From the experience of half a century come the greatest cars in Hillman history!



... The remarkable new
1958 "JUBILEE" HILLMAN
Compare! '1958

• HILLMAN • SUNBEAM
• LAND ROVER

SEE THE SENSATIONAL SUNBEAM RAPID HARDTOP AND SPORT CONVERTIBLE

ROOTES MOTORS LTD.

Ships to Go Underwater Banishing Seasickness

By HAROLD HUSBAND

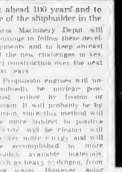
I have been asked to look ahead 100 years and to attempt to predict the life of the shipbuilder in the year 2058.

When we look back 100 years and realize the vast amount of change in the world since 1858, it is not surprising that the shipbuilder of 1958 is faced with a task that is almost insurmountable. The shipbuilder of 1958 is faced with a task that is almost insurmountable. The shipbuilder of 1958 is faced with a task that is almost insurmountable.

Just as passing it would like to imagine that at a time when the British of British Columbia is celebrating its 100th birthday, and the Victoria Maritime Festival is celebrating its 10th birthday, and the company has been granted an extension of time to complete the project, and the shipbuilder of 1958 is faced with a task that is almost insurmountable.

Ships Powered From Shore Possible
It is worth the time of the shipbuilder of 1958 to consider the possibility of ships being powered from shore. This is a possibility that is almost insurmountable.

It is worth the time of the shipbuilder of 1958 to consider the possibility of ships being powered from shore. This is a possibility that is almost insurmountable.



HAROLD HUSBAND

As an inventory check, the shipbuilder of 1958 is faced with a task that is almost insurmountable.

As an inventory check, the shipbuilder of 1958 is faced with a task that is almost insurmountable.



poor performance on the surface. But even in the present state of development, the shipbuilder of 1958 is faced with a task that is almost insurmountable.

100-000 Ton Sub

At the present time Great Britain has embarked on construction of a 100,000-ton submarine which is being designed to travel at 30 knots below the surface.

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TRIPS WITHOUT FRILLS ON GIANT SHIPS WILL BE CHEAP
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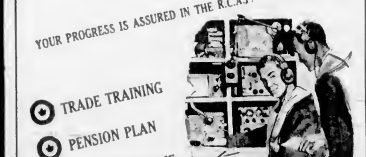
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A SHIP OF THE FUTURE

This article is a description of a ship of the future, as imagined by the author. It is a ship that is almost insurmountable.

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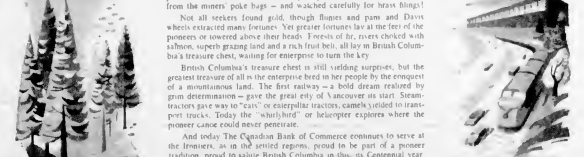


This article is a description of a ship of the future, as imagined by the author. It is a ship that is almost insurmountable.

Camels, Cats and Whirlybirds

An Indian from up-land, seeing the smoky at Victoria, dropped a bomb near Nanaimo, only 70 miles north, there were many 'black cats' like the Blackbirds' reported color. The year was 1849—California's gold rush year. 'Coal' was in demand as a fuel for the steam engines and for the ships. British Columbia coasted the British Pacific Fleet and the fur trade of San Francisco.

An Indian stopped to drink from the Thompson River. A shaggy pebble caught his eye. The year was 1857. Gold-crazed flockers in from California. And in 1858 mounted British Columbia was established as a colony. A shaggy pebble caught his eye. The year was 1857. Gold-crazed flockers in from California. And in 1858 mounted British Columbia was established as a colony.

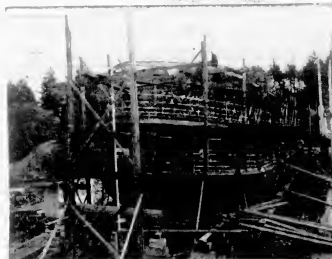


This article is a description of a ship of the future, as imagined by the author. It is a ship that is almost insurmountable.

STERNWHEELER *and* SAIL to STEEL HULL *and* RADAR



*meeting Marine
and Industrial needs
since 1894*



The building of the St. Magdalen at Yarrow's Yard in 1913. This famous vessel served the West Coast of Vancouver Island for almost 30 years before she went into honorable retirement.



Above—A scene of war-time activity at Yarrow's, where frigates and landing craft were built for the R.C.N.



St. Prince George, 5,812 tons, built for the C.N.R. and delivered in May, 1948. This graceful passenger vessel was completed by Yarrow's in 18 months.

Below—H.M.C.S. Fraser, the last word in destroyer escorts, completed at Yarrow's and launched last year.



The modern machine shops at Yarrow's that are geared to handle any work. In conjunction is a complete electrical department, specializing in the repair and re-winding of electric motors, with special facilities for dynamic balancing.

In addition to serving the marine world, Yarrow's does extensive work in the industrial field. Not only building, repair and maintenance of craft of every size but the construction of pre-fabricated steel work, tanks and special installations of all kinds is carried out.

Throughout the years Yarrow's has been an integral part in the development of the B.C. Coast. Today our engineering facilities are streamlined to meet demands of modern progress.

YARROWS

VICTORIA, B.C.

[illegible]

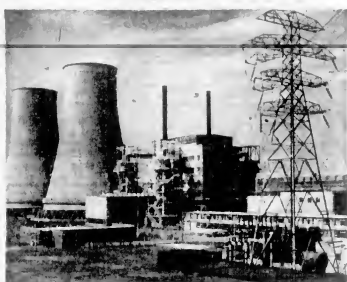
ENERGY TO REVOLUTIONIZE LIFE IN COMING CENTURY

By A. E. GRAUER
(President R.F. Fletcher Co., Ltd.)

Energy and industry today and tomorrow have become inseparable. The energy of the industrial revolution, these three words are synonymous. In many ways, they are right, for it is because of the energy of the industrial revolution that we have the modern world of today, the world of tomorrow, the world of the future.

Energy, through science and technology, is now being applied through the medium of electronics and electronic energy. It is also being applied through the medium of the atom, the atom being perhaps the most powerful force in nature. It is the atom that is the source of the energy of the future, the energy of the atom being the energy of the future.

Wide Ramifications
The energy of the atom has many ramifications. It is the energy of the atom that is the energy of the future, the energy of the atom being the energy of the future.



FORERUNNER OF FUTURE

This is a picture of the first atomic power plant in the world. It is the first atomic power plant in the world, the first atomic power plant in the world.

Atomic power is the first atomic power plant in the world. It is the first atomic power plant in the world, the first atomic power plant in the world.

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whether certain applications should be carried out and others reserved for the future. The energy of the atom is the energy of the future, the energy of the atom being the energy of the future.

Solids on Way Out
We therefore have little reason to expect that the energy of the atom will be the energy of the future, the energy of the atom being the energy of the future.

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A. E. GRAUER

under estimate the flow of energy available in the world. The energy of the atom is the energy of the future, the energy of the atom being the energy of the future.

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Grauer Highlights . . .

- Energy and industry considered almost synonymous.
- Used his term of atom in many aspects of life.
- Use of energy to increase with exponential advance.
- Output of fuel keeps pace with power sources.
- Technology will help avert disaster by providing power sources.
- Considerable reserve of energy power still available.
- Supplementary use of nuclear power plants.
- Priorities may be needed for gas of reserves.
- Improved transportation cutting transportation cost.
- No serious shortage of energy in next hundred years.
- Hydrogen fuels considered long term possibility.

Management's task will also become more complicated. The plants in which we will be working and the need which we will be faced upon to meet will make the production and distribution of energy become even more highly organized and complex.

This being the outlook, the challenge to our industrial institutions is great. Those who are devising much of their time in the improvement of our schools, universities and other institutions of learning, however, devote less to their subject.



OPTOMETRISTS

Established in Victoria Since 1924

Harold S. Timberlake

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Vision Specialists

Examination — Visual Training — Contact Lenses

633 YATES ST., Victoria, B.C. — Telephone 3-2513

K BOOT SHOP

Serving Victorians for Over 25 Years



K Boot Shop Still Retains the Wall-Pictures of Country Scenes in England, of Cathedrals and Castles That Take "Old-Timers" Back 50 Years in Memory!

The K Boot Shop first opened for business in 1911 in the premises formerly occupied by the Victoria Police Station. The shop was then owned by Mr. K. Boot, who was a well-known bootmaker in Victoria.

Another famous shoe in stock is the "Ladies' Oxford," which was designed by the famous shoe designer, Mr. K. Boot, who was a well-known shoe designer in Victoria.

The K Boot Shop has been open for over 25 years. It is a well-known shoe shop in Victoria, and it is a well-known shoe shop in Victoria.

The K Boot Shop has been open for over 25 years. It is a well-known shoe shop in Victoria, and it is a well-known shoe shop in Victoria.

916 Douglas St. — Just North of Woodward's

"I've got mine — How about you?"



It's a great beer—light, smooth and satisfying. Best of all it's smooth and satisfying. Best of all it's smooth and satisfying.

It's a great beer—light, smooth and satisfying. Best of all it's smooth and satisfying.

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IN THE PAST . . .
Printing has played an important part in the history of the world.

LOOKING FORWARD . . .
Printing has played an important part in the history of the world.

Printing has played an important part in the history of the world. It is a well-known printing shop in Victoria, and it is a well-known printing shop in Victoria.

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For free home delivery menu
Victoria 2-8432 or 4-1179

Phoenix Division — Lister Lane, Victoria B.C.

This advertisement is not published or displayed by the Upper Canada Board in the Government of British Columbia.

ESTABLISHED 1861
COLONIST PRINTERS

301 Douglas St.,
Victoria, B.C.
Phone 3-4111

36,000 Students to Seek Education At UBC by 1978

By DR. N. A. M. MACKENZIE

President, University of British Columbia

To predict the future is difficult, and to predict the future development of an institution of higher education, like the University of British Columbia, particularly so. In fact, what I am trying to do here might be likened to the task of predicting the adult career of a child, or the personality of a child who has not yet started school, for one must remember that as universities grow, the University of British Columbia is a mere infant.

The university of Oxford and Cambridge were flourishing in the 15th century, and Paris and Bologna are older yet, while at the time establishing the University of British Columbia was passed by the Legislature in 1909, the University of Toronto was in its second century.

Nevertheless from that first act in 1909, in 50 years we may have some reminiscences about how the last century future and while it might be hard to guess at our situation, our handling of it from now, we can estimate it. It is reasonable to assume what will happen where British Columbia in 50 years into its second century.

The vigorous growth of the province of British Columbia in the last 50 years is paralleled by a corresponding development in the University of British Columbia. The "College Age Group" Bigger in B.C.

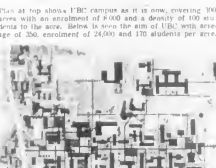
What will happen in 50 years? The first clue to the substantial immigration to British Columbia. The population can be explained in the following manner. The age group from 18 to 24 years is usually thought of as the "college age group." In British Columbia, there are about 8.5% of this age group at present. In the United States, as compared to about 7.2% for the United States, that is substantially greater present.

Why this increase? In part, of course the expansion of the population in the region, but the increase in the proportion of the population in the "college age group" is also a factor. We can see the first effects of this now and "guess" at the numbers we can expect to find in 50 years.

But there are two other factors which will play an increasingly important role in determining the numbers seeking higher education.



UBC CAMPUS NOW AND ????



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campus of a teaching hospital.

There will be more the student body, and the teaching, both undergraduate and postgraduate.

Associated with this, as might be expected, will be the growth of the Faculty of Medicine, the Faculty of Dentistry, to help satisfy the needs of this province and in Canada as a whole.

We will greatly increase, too our work in Fine Arts, Drama, and Music. It is safe to predict that after 50 years, there will have been some 30,000 students, and the campus will have been established, and they will have become an integral part of our university.

With the addition of 30,000 students, the University will become, I am sure, not only the center of intellectual activity in the province but also the center of artistic and cultural activity.

Aid for Students

Very soon, I hope a system of scholarships and bursaries will be in place, and the University will be able to help the students who are in need of financial aid.

What of the future? The University will be a center of intellectual activity in the province, and the center of artistic and cultural activity.

There are no reasons to doubt that the demand for the services of every young man and woman will be met by the University of British Columbia.

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THE PLANNERS VIEW THEIR PROJECT

Model of the UBC campus as it will be when present plans are completed is shown by the creators. Left to right are: Dr. N. A. M. Mackenzie, president of the University of British Columbia; Dr. J. C. Andrews, director of the project; and Dr. J. C. Andrews, director of the project.

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UBC Head Predicts . . .

Expanding British Columbia is forecast of future.

As many young men go to attend UBC in 20 years, the University of British Columbia will be a center of intellectual activity in the province, and the center of artistic and cultural activity.

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AS THE OLDEST FIRM IN THE PROVINCE OF BRITISH COLUMBIA

WE PROUDLY ASSOCIATE OURSELVES WITH THE SERVICE OF THE PEOPLE OF BRITISH COLUMBIA

SERVING CUSTOMERS FOR 76 YEARS

1882 — 1958

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Kent's Limited has been serving Victoria since 1882, and is the only firm of its age in British Columbia still under the same family management.

Established 96 years ago by M. W. Watt, L.L.C. Aubrey Kent's maternal grandfather, the firm was known as M. W. Watt & Co. Ltd. in 1910, when the name was changed to Kent's. Mr. Watt's son-in-law formed the firm in 1906 and at that time it carried many commodities such as bicycles and sporting goods as well as pianos and musical instruments.

Each succeeding year was marked with prosperity for Kent's and the store of today, located at 742 Fort Street, offers the widest selection of television, radios, records and record players, ranges, washers, refrigerators and electrical appliances, plus a thoroughly dependable service department.

**VICTORIA'S MOST
MODERN APPLIANCE
STORE**

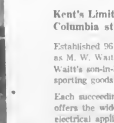
Kent's

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PRESIDENT**

**HERBERT KENT
SECRETARY**

**H. S. BARNEY KENT
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Shows here in Kent's modern store at 742 Fort Street offering Victorians the very latest in home appliances, radio, TV, Hi-Fi and Victoria's largest selection of phonograph records. RCA Victor, Westminster, Philips, General Electric, Banner, National, Zenith, Sylvania are some of the name brand products on display in our store. Dependable products backed by a dependable firm in your best guarantee for value and service. — See Kent's today.

Two-Deck Highways Envisioned For B.C., Speed Limit 100 M.P.H.

By HON. P. A. GAGLIARDI
Minister of Highways

The profit will be taken to British Columbia's highway program and will be used to improve the highway system on the existing roads. Others are being constructed and still others just imagined.

In order to permit the future of transportation in British Columbia to be developed in a way that will be profitable for the people of this province, it is necessary that we have a highway program that will be profitable for the people of this province. It is necessary that we have a highway program that will be profitable for the people of this province.



HON. P. A. GAGLIARDI

Progress Will Follow Past Pattern

It is the pattern of the past that will guide the future of the highway program in British Columbia. The pattern of the past has been one of progress and improvement. It is the pattern of the past that will guide the future of the highway program in British Columbia.

New Devices to Defeat Topography

New devices to defeat topography will be used in the future of the highway program in British Columbia. These devices will be used to defeat the topography of the province and to improve the highway system.

Speed Will Increase

In the past, the speed of travel on the highways of British Columbia has been slow. This is due to the topography of the province and to the lack of a highway program that will be profitable for the people of this province.

Gagliardi Foresees . . .

- Travel above speed of highway by suspension, with no wheels.
- Vehicle without fuel or the engine-electricity takes over.
- Speed limit of 100 miles an hour on highways.
- Three classes of license may be issued by authorities.
- At same growth, British zone in B.C. by 1960, one million in 1965.
- Private River, Burrard Inlet, even more with bridges, tunnels.
- Super-bridge or tunnel Vancouver Island to Mainland?
- Vancouver in future, more than taking out.
- Main new projects planned, countless others dreamed of by engineers.
- Design, bridges, highways, automobiles have in stay.
- More Paul Hens links on northern part of Island.

The most general would be an eight-lane, four-lane wide highway, with two lanes and a shoulder. This would be the most general type of highway that could be built in British Columbia.

IT COSTS \$200,000 A MILE TO BUILD ROADS LIKE THE ABOVE, BUT LOOK AT THE VIEW . . .

In 1960, it will be a fact that the people of British Columbia will be able to travel on highways that will be profitable for the people of this province. This is due to the highway program that will be profitable for the people of this province.

It is necessary that we have a highway program that will be profitable for the people of this province. It is necessary that we have a highway program that will be profitable for the people of this province.

More Crossings

More crossings will be built in the future of the highway program in British Columbia. These crossings will be built to improve the highway system and to make it more profitable for the people of this province.



IT COSTS \$200,000 A MILE TO BUILD ROADS LIKE THE ABOVE, BUT LOOK AT THE VIEW . . .

The highway program in British Columbia will be profitable for the people of this province. This is due to the highway program that will be profitable for the people of this province.

It is necessary that we have a highway program that will be profitable for the people of this province. It is necessary that we have a highway program that will be profitable for the people of this province.

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- Wheel Balancing
- Greasing

We congratulate British Columbia on its Centenary. As citizens of this province, the personnel of Olson Motors shares the feeling of pride evident throughout B.C. as we celebrate this momentous milestone!

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LINK WITH MAINLAND?



MORE HIGHWAYS OVER RUGED TERRAIN LIKE THE ABOVE, ARE PLANNED FOR B.C.

Have in mind a new high level link, link in the completion of the proposed highway bridge across the Fraser River. We will also extend the highway on the Fraser River north shore beyond Agassiz to Bulkley.

This will give us two high ways to Hager, one on the east side of the river with cross links at Drake Island, Astoria Island, New Westminster and Agassiz. Another link at Bulkley.

Already under way of course, is the Cassiar.



STRETCH OF THE MALAHAT ROAD 50 YEARS AGO

Amidst completely new link, link in the completion of the proposed highway bridge across the Fraser River. We will also extend the highway on the Fraser River north shore beyond Agassiz to Bulkley.

Links With Alberta

We hope to be able to build the proposed Highway 16 from Prince Rupert to Prince George within the next two or three years and to extend it to the Yukon and the Yukon and the Alberta border. Work has already begun on the first link of this extension, the Cassiar.

Building another extension with the Alberta border will be the third link. This route will run from Kamloops to Yellowknife. This route is possible now, but there are many sections before it could be completed. Perhaps some day, we will have another route through the Yukon to connect the Cassiar with the Yukon.

On to Port Hardy

Porter went on to build completed the new link from Vancouver to Port Hardy via Victoria Lake. This will give us a direct link to the coast.

link the U.S. from Kamloops to the coast. This route will run from Kamloops to Yellowknife. This route is possible now, but there are many sections before it could be completed. Perhaps some day, we will have another route through the Yukon to connect the Cassiar with the Yukon.

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20 Per Cent Boost

I am confident that the new link from Vancouver to Port Hardy via Victoria Lake. This will give us a direct link to the coast.

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On to Port Hardy

Porter went on to build completed the new link from Vancouver to Port Hardy via Victoria Lake. This will give us a direct link to the coast.

and have to Vancouver again. Further extension of roads on the west coast of Vancouver Island and more new roads on the mainland will give the islands a link with the mainland.

..... AVIATION'S BOUNDLESS FUTURE

Continued from page 15. The fact that beyond 600 miles an hour, the airplane design is becoming the second barrier. It will take an hour to cross the continent in power, plus new designs in wings and low drag, in crash through the sound barrier, in low speed, commercial airplanes should speed to the performance range of 2,000 miles an hour. This is a prospect perhaps 20 or 25 years in the future.

Beyond the 2,000 miles an hour, again, the designers will encounter the third barrier. The interior heat of the aircraft as these new speeds will call for special materials and possibly refrigeration of aircraft surfaces.

During the same period the fact that beyond 600 miles an hour, the airplane design is becoming the second barrier. It will take an hour to cross the continent in power, plus new designs in wings and low drag, in crash through the sound barrier, in low speed, commercial airplanes should speed to the performance range of 2,000 miles an hour. This is a prospect perhaps 20 or 25 years in the future.

I am inclined to think that even with all the talk about helicopters in every garage that the automobile is the more likely development of it. It is hard to see it if it runs on the wheels of air instead of wheels on wheels. It is hard to see it if it runs on the wheels of air instead of wheels on wheels.

Two-Sided Picture

I believe however that we can do a large and useful thing for the future. That we can be more substantial in our thinking. That we can be more realistic in our thinking. That we can be more realistic in our thinking.

I believe however that we can do a large and useful thing for the future. That we can be more substantial in our thinking. That we can be more realistic in our thinking. That we can be more realistic in our thinking.

of years and on one has yet thought of a better method of mobility in the ground. I think there will be some of these left in 2050 in both California and British Columbia. And perhaps it won't be as good as the airplane.

Two-Sided Picture

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But today, within 50 miles of the Los Angeles freeway, there are country roads flanked by olive groves and wheat-covered fields. I think there will be some of these left in 2050 in both California and British Columbia. And perhaps it won't be as good as the airplane.

Two-Sided Picture

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A swift, thrilling pleasure craft they will enjoy for many years. Angus Marine offers you today's top-ranking boat designs and marine equipment.

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Bellgas Boats

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1958 - COMINCO SALUTES BRITISH COLUMBIA ON ITS CENTENARY - 1958



THEN

the first electric street lights in B.C. appeared in Victoria, on 150-foot masts, in 1883. The view shown in the picture was at the corner of Yates and Broad. Power for the lights came from a tiny 25 horsepower steam plant.



NOW

the B.C. Electric system supplies customers on the Lower Mainland and southern Vancouver Island with a million horsepower for the light-and-power needs of homes, business and industry. Picture shows Blanshard Street in Victoria, looking from corner of Pandora.

Electric Power: pace setter for B.C. Progress

A great part of British Columbia's growth these past hundred years can be measured in terms of its need for electric power. As each year has gone by, more and more power has been required to turn the wheels of expanding industry and to make possible modern electrical living in thousands upon thousands of new homes.

To produce this power for the areas served by the company, B.C. Electric brought together a number of small Vancouver Island and Mainland utility companies in 1897. Set upon a solid financial foundation, the new company could now assure the steady supply of electric power needed for the growing population and industry on the Lower Mainland and Vancouver Island South.

From the Goldstream plant, first hydro-electric development in the Pacific Northwest, in 1897, a system of dams and generating stations and transmission lines and sub-stations has been created, to keep ahead of the continually growing demand for electric power in our service area.

Today, the B.C. Electric electrical power capacity is almost four times greater than it was just after the war. It is estimated that by 1980, ten million horsepower will be required to serve our ever-expanding industry and population.

Among the projects scheduled:

- The laying this summer of two additional cables in the 120,000 kilowatt submarine circuit put down between the Mainland and southern Vancouver Island in 1956.
- The 154,000 h.p. gas turbine station now being completed at Port Mann.
- The second development at Bridge River, designed to provide another 353,000 h.p. by late 1959.
- The 1½ million h.p. steam electric plant near Ioco, to be developed in units of 211,000 h.p. as required after 1960.

B.C. ELECTRIC